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American Railroad Journal.

New York, Saturday, November 25, 1876.

Earnings of Western Railroads.

The values of shares and bonds of some of the more important of the Western railroads have declined of late, owing to the fact that their earnings are smaller than last year; and apprehension exists, based on a variety of circumstances, that no improvement in this regard can be expected for many months to come—perhaps not in the current crop year. The deficiency seems to have occurred from a falling off in the quantity of flour and grain marketed. The quantity received at the eight principal markets of the West, for the week ending November 11th, aggregated 145,000 bbls. flour, and 3,142,000 bushels of grain, against 151,000 bbls. flour and 4,659,000 bushels of grain for the corresponding week last year—a deficiency of 6,000 bbls. flour and 1,517,000 bushels of grain. The falling off is in wheat and oats, of which it is said the Western crops were deficient the past season, the former in quantity and the latter in weight. The movement from the beginning of the crop year on the first of Au-

gust, does not show, however, any deficiency. There is an increase in the quantity of flour marketed, the aggregate being 1,768,000 bbls. from August 1st to November 11th, 1876, against 1,624,000 bbls. for the corresponding period of last year; and the quantity of grain marketed this year, in the period above stated was sixty-eight million bushels, against sixty-four millions for the corresponding period last year. But this increase was all made, and more, by the first of October, and the falling off since that date is really very serious. The old crop of Indian corn (the receipts of which during August and September, 1876, were more than twice as large as in August and September, 1875,) had begun to be exhausted, while the new crop is not even now in condition to move in any large quantities. There are explanations for the falling off in wheat and oats that are not dependent upon the assumption that the crops of these cereals were materially deficient. Prices, from various causes, but chiefly the poor quality of the crops of 1875, had been forced down very low—ruinously so—leaving the farmer without inducement to send his surplus to market. Any change, he justly argued, must be for the better. Again, over a limited area, the wheat crop was undoubtedly deficient, and this fact, on becoming known, together with the partial failure of the crop in England, and the lowering aspect of European politics, excited strong expectations in the minds of farmers that prices would advance. They consequently have sold their wheat as sparingly as possible, encouraged in this course by the fact that prices have considerably improved. There was also a belief that oats would be higher, which has proved to be well founded. The Presidential canvass had the effect no doubt of checking the deliveries of grain from the farmers' hands. One of the principal wheat growing states (Wisconsin) was very hotly contested, and in some others the canvass was sufficiently animated to for much attention. The increased receipts,

for getting it into condition for shipment. The prospect for a liberal freight movement toward tide water is therefore a good one. As for return freights, the clearing up of the political situation can scarcely fail to lead to a revival of trade. The marketing of the crops will supply the people with funds. Their wants must be large; and they will have the means of supplying them. There is therefore every reason to believe that the earnings of Western railroads will increase.

Chesapeake and Ohio Railroad.

The Committee of Reorganization, of which Mr. A. S. Hatch is Chairman and Mr. James J. Tracy Secretary, referring to their circular of September 15th (copies of which will be forwarded, upon application, to any address,) desire to call the attention of Bondholders, to the importance of promptly depositing their Bonds with the Central Trust Company, in accordance with the directions heretofore given, in the Circular above referred to.

It is proposed to apply for a decree of sale during the present terms of the Courts of Virginia and West Virginia, now in session, and it is important that the Bonds should be actually on deposit, subject to the Plan of Reorganization, at the time of making the application.

Bondholders who have not already deposited their Bonds will promote their interests and aid the Committee in their efforts to avoid unnecessary delay and secure an early reorganization under favorable conditions, by doing so within the next few days.

About \$17,000,000 of the Bonds have been deposited up to this date, out of a total of \$27,112,000, being a majority of both classes, and representing between 800 and 900 separate Bondholders.

The office of the Committee is at No. 5 Nassau Street, New York.

At last accounts there remained but 2½ miles of track to be laid to complete the Columbus and Toledo Railroad from Columbus to Walbridge, five miles south of Toledo. Permanent arrangements have been made with the Pennsylvania Company for the joint use of its line from Walbridge to Toledo, and depot in Toledo.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem, Branches and Leased Roads for the year ending June 30, 1876:

Memphis	Clarksville	Main
Division.	Division.	Division.
Passenger	\$244,570 15	\$162,318 16
Freight	328,122 54	814,365 62
Express	22,761 53	22,168 96
Mail	19,531 21	21,091 82
Miscel	2,486 69	2,012 65
Total Main Stem	\$2,184,900 82	\$558,347 26
" Memphis Division	617,472 12	
" Clarksville Division	521,952 21	
" Knoxville Branch	309,954 86	
" Bardstown Branch	20,804 65	
" Richmond Branch	83,745 09	
" Nashville and Decatur Railroad (leased)	631,780 68	
" Glasgow Railroad (leased)	16,456 83	
" South and North Alabama Railroad	675,323 03	

Total Main Stem, Branches, etc.:	
From passengers	\$1,402,711 17
" freight	3,144,893 29
" express	130,144 08
" mail	119,088 55
" miscellaneous	164,661 20
	\$4,961,490 29

Expenses, viz:	
Main Stem—passenger	\$400,161 52
" freight	724,899 92
Memphis Div.—pass	202,727 84
" freight	137,572 66
Clarksville Div.—pass	163,285 95
" freight	189,814 25
Knoxville Br.—pass	72,726 51
" freight	123,584 58
Bardstown Br.—pass	8,145 26
" freight	8,484 20
Richmond Br.—pass	25,377 59
" freight	23,381 31
N. & D. R. R.—pass	151,165 99
" freight	230,908 88
Glasgow R. R.—pass	6,040 59
" freight	6,210 35
S. & N. Ala.—passenger	137,894 06
" freight	281,198 83
Total passenger	\$1,167,525 31
" freight	1,826,004 93
	2,993,530 24

Net earnings:	
Main Stem	\$1,009,839 38
Memphis Division	177,171 62
Clarksville Division	168,852 01
Knoxville Branch	112,743 77
Bardstown Branch	4,225 19
Richmond Branch	Loss, 15,013 81
Nash, & Decatur R. R.	249,705 86
Glasgow Railroad	4,205 89
South and North Alabama Railroad	256,230 14
	\$1,967,960 05

The total gross earnings of the Main Stem and Branches and Memphis Line were \$3,637,929 75, the expenses \$2,180,111 59, and the net earnings \$1,457,818 16; interest on bonded debt of same \$1,117,297 76—showing surplus earnings of \$340,520 40, against \$153,100 70 in the year 1874-75, an increase of \$187,419 70.

A statement is given showing the gross earnings, operating expenses and net earnings of all the roads for the fiscal year ending June 30, 1873, 1874, 1875 and 1876, from which it appears that for the year 1872-73, out of \$6,106,051 84 gross earnings the net earnings were \$1,481,047 37; for the year 1873-74, gross earnings \$5,510,695 45, and net earnings \$1,565,382 34; for 1874-75,

gross earnings \$4,868,878 80, and net earnings

\$1,682,132 84; and for 1875-76, gross earnings

\$4,961,490 29, and net earnings \$1,967,960 05.

The expenses for 1872-73 were \$4,022,004 47, and for the last year \$2,998,580 24, a difference in favor of 1875-76 over 1872-73 of \$1,028,474 23; over 1873-74 of \$951,782 87; and over 1874-75 of \$188,210 72. The net earnings of 1875-76 exceed those of 1872-73 \$483,912 68; those of 1873-74 \$402,577 71; and those of 1874-75 \$286,827 21. The President in his report says:

From the foregoing statements it will be seen that notwithstanding the great financial depression of the country during the past three years, and which is yet upon us, nearly every road that we operate is receiving the benefit of increased traffic, which we are moving at a minimum cost.

Down to December last there was a falling off in our gross receipts, compared with the previous year, of \$57,322 10; but since that time business has revived to such an extent as to make up this deficiency and give an increase in gross earnings for 1875-6 over 1874-5 of \$97,616 49. This increase has steadily maintained itself since January, 1876, and we now have every reason to believe will continue through the present fiscal year.

The present management has adopted and applied a rigid system of economy in every department of the service. We have reduced salaries and consolidated departments wherever practicable. The force of employees of the road has been greatly reduced, and a reduction of wages has followed with those retained. The result has thus far been of great benefit to the company. Notwithstanding this economy, our track, road bed, rolling stock, and machinery were never in better order than at present.

During the past year we have labored under many disadvantages besides the potent one of the financial depression of the country. In July and August, 1875, occurred floods of a most destructive character. These floods interfered seriously with the movement of trains, and by keeping the rivers in a navigable condition reduced the volume of freight traffic, and upon us the additional disadvantage of carrying what remained at a low rate—a state of affairs that lasted throughout the entire year, and a fact unprecedented in the history of the road.

We take this opportunity to call your attention to our different roads, and to discuss their prospective needs in order to obtain from them in the future the greatest revenue for the outlay already made.

Our Main Stem, extending from Louisville to Nashville, is in excellent condition, and for superior equipment, road bed, machinery, etc., it has hardly its equal in the country, and this can be said generally of all the roads under our control.

As the country increases in population along its line a system of short feeders will be of great value to its local traffic, and this will protect us in a great measure, from the competition of parallel roads.

Our Bardstown Branch yields a good revenue in itself, besides throwing considerable business upon our Main Stem.

The Knoxville Branch brings us considerable revenue. The value of this road would be greatly enhanced by its extension to London, a distance of eighteen miles from Livingston, the present terminus, and which is already graded. London is the center of a large extent of country. From it good wagon roads radiate in all directions, except in that of Livingston. The road to this latter point is very difficult of passage for wagons, and is the serious drawback to our getting the traffic from London. The city of Louisville and the counties of Knox and Laurel would no doubt aid us liberally in this enterprise at the proper time.

Our Richmond Branch is of little value to us at present. The leading citizens of Richmond now propose to build a railroad from that place to the Three Forks of the Kentucky River, tapping a

country peculiar for its richness in coal, iron, and timber.

That the people of that portion of Kentucky should allow a region equal in extent to the mining districts of Pennsylvania to go undeveloped is unaccountable. The Louisville and Nashville Railroad Company can well afford to extend to this enterprise liberal aid; inasmuch as it would necessarily open a new territory of ten or twelve counties, and largely increase the business of the Richmond Branch; and for a greater reason the city of Louisville can afford to extend liberal assistance to the enterprise.

The Glasgow Road, for its size, is one of our most valuable feeders.

The Memphis Line is doing well, better than since the panic. With an improved condition in our connections west of Memphis this part of our line will be of great value to us in the future.

The Nashville and Decatur Road, which we lease, is valuable to us as the connecting link between the South and North Alabama Road and the Main Stem. It also passes through rich agricultural country, and, although the terms of the lease are very onerous, still we trust that this road will, in the immediate future, yield us, in itself, considerable revenue. There has during the last year been a handsome increase in the business of the road and a marked improvement in its condition.

The South and North Alabama Road, in which we own the controlling stock and which we operate, shows more marked improvement than any other of our roads. It will be seen that the gross earnings have increased \$120,401 92 and the net earnings \$90,495 42 over last year. This road traverses, as yet, a comparatively undeveloped country, but which is singularly rich in its mineral resources. It passes through the far famed Red Mountain, with its fabulous stores of iron ore.

* * * * *

Our connections south of Montgomery are not altogether satisfactory. When a former administration deemed it to our interest to aid in the construction of the South and North Alabama Road, to overcome certain difficulties in the way of securing business, it did not go far enough; some of the difficulties still remain.

It is of vital importance to our system that we reach the Gulf over roads under our control.

We now reach Montgomery, a thriving city in itself, but remote from the initial points of the traffic we seek. This places us at the mercy of the roads bringing this traffic, and although our relations are now of the most harmonious character, true policy would seem to indicate that we make ourselves independent.

With a line under one management to the Gulf a large and extensive trade could be developed. To this end three different routes to the coast present themselves for our consideration, and it remains for this company in the future to decide which is the most eligible, and which may be obtained upon the most favorable terms.

Most of the South and Central American and Indian imports come to us via the Atlantic coast, few of them via the Gulf, notwithstanding it is nearer; and the imports from these countries are wonderful now, and will be larger in the future. Large quantities of sugar, coffee, spices, fruit, bides, valuable woods, etc., come from those countries to us, for which we send in exchange immense quantities of flour, corn, coal, pork, beef, bacon, lard, tobacco, etc., and these exports and imports are constantly increasing.

Europe is now supplying the West Indies and South America with manufactured goods. American houses are as yet unrepresented in this line of business, but their attention has lately been turned to it, there being no reason why the United States, and particularly the Mississippi Valley should not be large exporters to those countries of such articles as cotton cloths, jeans, dry goods, bats, boots and shoes, machinery of all kinds, etc. The manufacture of most of these articles, for politico-economic reasons, is seeking a place more contiguous to the seat of the production of the

raw article, which is in the West and the South. The passenger traffic that could be controlled would be very large. From Vera Cruz alone it is estimated that over 12,000 passengers go to Europe, and without sufficient information regarding our railways they take the long sea voyage, when by passing through the United States time and money would be saved and greater comfort secured.

Again, we have 500,000 acres of valuable lands in Alabama, a large proportion of which contains minerals, and whose value would be greatly enhanced were we to own an independent line to the coast. We could build up a great coal trade, both with these countries and the Gulf coast, thereby vastly increasing the business of our South and North Road.

Havana consumes great quantities of coal, as does Mexico and South America. At present Pensacola and Key West, both naval stations, draw their supply of coal from Baltimore, when we could furnish it from along our South and North Alabama Road upon better terms.

In short, trade with these countries and the Gulf coast would be one of vast possibilities, and as the Mississippi Valley will, from its geographical position, control the greater portion of this commerce, we find an additional and a great incentive to lead us not to be too tardy in reaching the Gulf with our system. True wisdom in dealing with what we have should impel us to make such additions to our lines as would place us on an independent footing with regard to the traffic we now handle and which we will handle in the future.

A great hardship to which all railroads have to submit at the present time is the excessively low rates for business. This difficulty is greatest when the business is the lightest, as it induces stronger competition. Many roads are in the hands of receivers, who pay no dividends or bonded interest, and can afford to work very cheaply, and this in its turn involves a peculiar hardship upon solvent roads.

This subject of low rates has lately received the attention of leading railway minds, and with the efforts now being made to consolidate the freight traffic of the different sections of the country and place it upon a basis that will yield a fair return to all the roads, we can soon expect a partial dispensation at least of this trouble.

* * * * *

Our relations with other roads continue, with perhaps one exception, of the most harmonious character. With a road situated as our own and dependent for a portion of its traffic upon its connections this is a matter of congratulation.

We regret to state, in this connection, that we have been unable to make satisfactory arrangements for our Texas traffic beyond Little Rock, thus compelling us to seek an outlet into Middle and Northern Texas by the circuitous route via New Orleans and Galveston.

The company controlling the road beyond Little Rock refuses to sell coupon tickets by way of our line at all (even to Louisville proper) and will not recognize tickets sold by us, or by companies south and south west of that point, desiring to furnish their customers tickets by the shortest and quickest route. An arbitrary or local is exacted in both passenger and freight rates on all business going to or coming from their road and passing over our line.

We have submitted to this unjust discrimination on the part of that company for several years to the detriment of ourselves and our shippers, and we feel that it has caused us all the injury in its power to inflict. It is true, we can retaliate to the great damage of our rival; but our policy is a conservative one, and we have hoped that the usual good judgment of the managers of that company would soon lead them to abandon their course and allow us the privileges to which we are clearly entitled.

Our line, by the way of Memphis and Little Rock, is one hundred and fifty miles the shortest route from Cincinnati and Louisville to Middle and Upper Texas, and this is a natural advantage that

cannot be safely ignored. The interests involved are large, as it not only concerns the whole line of our road but the shippers of every town and city contiguous to it, who are now losing their grasp upon a business that has been very profitable to them in the past, and which would, if allowed to flow in its natural channels, be of incalculable value to them in the future. If there be an ultimate failure to reach an equitable adjustment of these difficulties it will result in the speedy construction of a road from some point in Arkansas to Texarkana, which will place us in direct communication with the Texas system of railroads.

The construction of a road via Pine Bluff and South-western Arkansas is a project already under discussion by capitalists, who have the ardent co-operation of the Memphis and Charleston and Memphis and Little Rock Railroads, as well as that of our own, and also leading commercial men of Louisville and Memphis. It would open up along its line a very rich and productive country, which, in itself, would bring a large traffic to our roads and a profitable business to the people contiguous to them; and, as it could be so cheaply built, there is little doubt that it would be self-supporting from the first.

It is not necessary to mention the amount of business that a connection with Texarkana would eventually give to us. Texarkana is on the line of the Texas and Pacific Road, and few doubt the speedy completion of that road to California. As we would have the shortest route from Texas to Louisville, Cincinnati, and other eastern points, it is fair to presume that the bulk of the agricultural products of the Empire State of the South-west, the wealth of the mines of Arizona, New Mexico, and Northern Mexico, with the traffic of the Pacific coast, would all seek this road and our own in its passage to the Atlantic.

* * * * *

In conclusion, we have to say that the financial condition of our company within the past year has very much improved. We have come safely through one of the greatest financial depressions ever known in the country; and that in itself is a subject of solicitation for the stockholders. Our business is now constantly increasing, while our expenses are less per mile than ever before. Every part of the road is in excellent condition; we have fewer accidents than ever, and what we do have are of a trifling nature; our organization is pronounced by experts as good as any in the country; the officers of the road are men of great skill; and we feel warranted in saying that, with a continuance of the present volume of business, we shall be able during the next year to resume the payment of dividends.

PROFIT AND LOSS ACCOUNT.

Amount of account June 30, 1875	\$2,446,239 43
Credits during the year	844 57
Gross earnings	8,687,929 75
Gross earnings N. & D. R. R.	631,780 68
	96,716,294 43
Running expenses L. & N. R. R. and Branches	\$2,180,111 59
Interest account	1,117,297 70
Discount on Consolidated Mort. bonds	6,818 25
Discount on Ten-year Mortgage bonds	8,506 80
Discount on M. O. Lot and Building bonds	4,653 75
Running expenses N. & D. R. R.	382,074 82
Interest account N. & D. R. R.	152,832 21
Hire of cars and engines, N. & D. R. R.	33,045 85
Dividend account N. & D. R. R. (14 mos. 7 per cent)	111,050 73
Sundry charges	68,122 69
	4,002,913 95

Balance to credit, June 30, 1876 \$2,653,880 48

The bonded debt of the Nashville and Decatur Railroad Co. has been reduced \$42,000 by the payment of 42 of its first mortgage bonds into the sinking fund; and the bonded debt of the South and North Alabama Railroad by the purchase of \$62,000 of its sterling bonds for the sinking fund.

COAST, RESOURCES AND LIABILITIES.

Total cost of road to June 30, 1876 \$23,908,819 69

RESOURCES.

Due from transportation department

Ten-year Mortgage

Gold bonds

Sundry railroad bonds

Sundry railroad stock

Louisville Bridge Company stock

Pullman Southern Car Company stock

Sundry railroads and persons

Real estate, timber, & quarry-lands

South and North Alabama Railroad Co.

Nashville and Decatur Railroad Co.

Shop and fuel stock

Cash

182,900 00

84,000 00

290,711 21

927,518 27

1,139,740 35

298,752 03

376,521 41

213,036 26

6,762,504 51

\$30,671,324 20

LIABILITIES.

Capital stock

Bills payable

Due sundry persons

Bills and pay-rolls unpaid

Interest due July 1st

and August 1st

Back dividends

299,671 33

179,279 88

38,775 18

2,459,014 90

Consolidated Mortgage bonds

Ten-year Mortgage

Gold bonds

Mortgage main office lot and building

First Mortgage bonds

Memphis and Ohio Railroad

Income bonds Memphis and Ohio Railroad

First Mortgage bonds Memphis, Clarksville and Louisville Railroad

First Mortgage bonds Lebanon Branch Extension

City of Louisville bonds to Lebanon Branch

City of Louisville bonds to Lebanon Branch Extension

City of Louisville bonds to Lebanon Branch Extension

City of Louisville bonds to Main Stem (no mortgage)

2,000 00

2,363,710 00

88,000 00

225,000 00

333,000 00

849,000 00

16,555,710 00

Profit and loss account

\$2,653,880 48

\$30,671,324 20

President.—E. D. STANDIFORD.

Vice President.—H. VICTOR NEWCOMB.

Directors.—E. D. Standiford, H. Victor Newcomb, B. F. Guthrie, W. B. Caldwell, W. H. Smith, H. C. Murrell, W. M. Farrington, Geo. A. Washington, P. J. Potter, Geo. H. Hutchings, Jas. W. Hays.

Secretary.—WILLIS BARRY.

Assistant Secretary.—A. M. QUARRIER,

Duxbury and Cohasset Railroad.

At a meeting in Boston on the 18th inst. of the committee appointed at a previous meeting in Middleborough, committees were appointed to confer with the Boston, Clinton, Fitchburg and New Bedford and the Old Colony Railroad Companies in reference to the proposed extension of railroad facilities in Plymouth and Bristol counties. The following vote was also passed:

Resolved, That the towns of Scituate, Marshfield, Duxbury and Plymouth, stockholders in the Duxbury and Cohasset Railroad Company, be requested in the name of this committee to co-operate with us in securing the additional communication desired, either by the extension of the Duxbury and Cohasset Railroad from Kingston on the south or from Cohasset on the north, or otherwise as the further consideration of this committee shall decide to be advisable.

S. F. Jenkins and H. B. Maglathlin were appointed the committee to confer with the Boston, Clinton, Fitchburg and New Bedford Railroad Company and Stephen M. Allen and George T. Stearns with the Old Colony Railroad Company.

Nashville, Chattanooga and St. Louis Railroad.

RESIDENT ENGINEER'S REPORT.

RESIDENT ENGINEER'S OFFICE,
NASHVILLE, CHATTANOOGA & ST. L. RAILWAY,
NASHVILLE, TENNESSEE, July 1, 1876.

COL. E. W. COLE, President:

SIR—During the fiscal year just closed, 12½ miles of track, on the Raccoon Mountain, have been laid with steel rails, and 18 miles, at other points, with iron rails; and 68,086 cross ties have been put in the track.

The chief repairs made on bridges, trestles, buildings, etc., were three spans of beam trusses (50 feet each) over Wartrace Creek, one over Summer street, and one truss girder (36 feet span) over South Spruce street, in Nashville; and three turn-tables; all of which were constructed of long-leaf yellow pine; 924 feet of trestle-work rebuilt; 8,479 lineal feet of stringers, and 5,800 cross ties renewed on bridges and trestles. Depot and platform at steamboat landing; coal chute and watchman's house at Bridgeport; five cedar tanks and frames, and one engine house for water stations; three section and tool-houses on the line, and engine shed constructed at Nashville, 33 by 255 feet.

A large area of wood platform attached to the passenger shed at Chattanooga, has been abandoned, and cinders from coal burning engines substituted, which answers the purpose admirably. The passenger and other platforms along the road may be constructed of them, and this item of expense diminished in the future.

I have reduced the dimensions of timbers used for rebuilding trestle-work below the stringers, and am dispensing with every foot of lumber and timber possible, where it is exposed to the weather, and use coal tar on the unprotected timbers of bridges, turn-tables, and trestle-work, and am confident it will add several years to the life or durability of them.

Strict economy has been observed, and the smallest number of men employed requisite to perform the labor required, in every branch of the department, to maintain the roadway; and close scrutiny kept over the purchase of materials and supplies, and the use and application of them.

A steam excavator has been purchased, at a cost of \$4,627 27, including repairs; and filling trestle-work commenced at Sullivan's branch, twenty-five miles from Nashville.

The past year has been one of much labor, though a pleasant one, and I feel thankful for the co-operation of the officers of the road, and valuable assistance rendered me by Mr. E. Culverhouse, Supervisor, and those in charge of the sub-departments; and it is pleasant for me to be able to state that your property has not depreciated,

but improved, and is to-day in a better condition than at any time previous.

EXHIBIT OF EXPENDITURES.

Superintendence	.....	\$4,808 35
Repairs of bridges and trestles	.....	18,654 02
Repair of buildings	.....	5,738 32
Cross-ties	.....	25,840 50
Labor on roadway	.....	108,149 64
Iron rails	.....	60,936 41
Steel rails	.....	33,385 60
Chairs and spikes	.....	8,494 88
Switches	.....	2,975 03
Turn-tables	.....	842 90
Repair of road cars	.....	85 25
Watching bridges	.....	3,599 14
Repair of division houses	.....	537 94
Repair of water stations	.....	2,384 19
Tools	.....	1,794 48
Repair of tools	.....	1,382 97
Conductors, engineers and firemen—gravel trains	.....	4,199 70
Oil, tallow and waste	.....	451 43
Repair of construction cars	.....	292 77
Stock gaps and drains	.....	605 06
Repair of masonry	.....	426 04
Coal chutes	.....	493 63
Broad street tunnel	.....	115 68
Fencing	.....	173 24
Damage by freshet	.....	5,190 08
Cistern	.....	627 82
Repair of steam excavator	.....	627 27
Filling trestles	.....	1,451 27
Total	.....	\$294,212 51

* The amount expended on repairs of buildings is \$4,627 27—\$1,111 20, included in this, was paid to the State of Georgia for platform constructed at the passenger shed at Chattanooga previous to my connection with the road.

On March 18th the depot at Wartrace was burned; and Bridge No. 12, on the St. Louis Division, (two spans "Howe" trusses, 100 feet each,) was burned on the 12th of May, and a contract closed with the Louisville Bridge and Iron Company, May 22nd, for two spans of Combination Bridge, on "Fink's triangular" plan, to supply its place, which will be completed by the 12th inst., at a cost of \$4,763 70.

A depot of brick, with sheet iron roof, at Wartrace, has also been contracted for, the cost of which will not exceed \$1,500.

During the present year, 21 spans of beam truss bridges (960 lineal feet) will be rebuilt, of long-leaf yellow pine, cost not exceeding \$7,500. The other repairs required to maintain the way will be fully equal, if they do not exceed, those of the past year.

The location for the extension of the Jasper branch, 7½ miles up the Sequatchie valley to the coal mines of the Southern States Coal, Iron and Land Company, has been completed, and the estimated cost, including side tracks, depot, and water station, to place the track above high water of 1867, is \$90,701 60.

Facilities for transportation, furnished by the extension of this branch, will offer inducements for the development of new coal fields and iron ores, and the products of the upper valley, a large portion of which is hauled in wagons over the mountains to Chattanooga, will be diverted, and seek an outlet over this road.

Sequatchie Valley is sixty miles long and five miles wide, with an area of three hundred square miles. A large portion of this area is fertile and productive land. The Sequatchie River runs the entire length of the valley.

Cumberland table land, west of the valley, contains a coal field of vast extent (I have visited three mines, not exceeding twelve miles from the projected line for the extension of this branch, with outcrops of seven to ten feet thick, dormant,) easy of access by the gorges, which extend far into the mountains, along which roads may be constructed with comparatively light grades and at small cost—the whole field being easily reached by rail transportation.

On the east, a few hundred feet above the valley, there is a deposit of hematite iron ore from four to eight feet thick, skirting the valley, and extending many miles, if not the whole length of it.

To the development of these heretofore unproductive resources we must, in a great measure depend, for an increase of a producing population, furnishing traffic and travel for our roads, and an increase of local business.

The coal and iron remaining dormant, up to this centennial year, in the mountains contiguous to this valley, when developed, will build up a South Pittsburg, and a traffic on this branch that will yield a revenue, and make it a fruitful feeder of your main line.

Respectfully submitted.

R. C. MORRIS,
Resident Engineer.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of the Baltimore and Ohio Railroad Company was held in Baltimore on the 20th inst. Archibald Sterling, Sr., was called to the chair, Wm. H. Ijams secretary. President John W. Garrett submitted the fiftieth annual report. The following were unanimously elected directors to serve for the ensuing year by a vote of 44,116 shares: Galloway Cheston, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, Francis T. King, James Harvey, Wm. W. Taylor, Samuel Kirby, John King, Jr., G. A. Von Linzen, Decatur H. Miller.

FIFTIETH ANNUAL REPORT.

The annual report for the fiscal year ending September 30, 1876, shows the total gross earnings of the main stem and all branches operated by the company to be \$15,031,235 73. The aggregate earnings, working expenses and net earnings of each line are given as follows:

	Earnings.	Expenses.
Main Stem	\$9,632,361 06	\$5,411,635 53
Washington Branch	367,148 81	105,834 05
Parkersburg Branch	677,962 39	642,456 51
Chicago Division	1,231,785 88	1,065,082 86
Central Ohio Division	889,191 50	837,354 99
Lake Erie Division	806,923 51	577,552 74
Wheeling, Pittsburg & Baltimore R. R.	50,880 18	45,646 40
Newark, Somerset & Straitsville R. R.	163,574 78	146,934 78
Pittsburg Division for nine months from Jan. 1, 1876.	1,211,407 53	777,858 33
		\$15,031,235 73
Total net earnings		\$9,609,856 19

This shows an increase with the Pittsburg division, (not heretofore included,) compared with 1875, of \$586,997 17.

The expenses of working and keeping the above roads and machinery in repair amounted to \$5,411,635 53, being 56.18 per cent upon the earnings, showing a decrease of 2.56 per cent, compared with the previous year, and of 0.90 per cent compared with 1874.

The earnings of the main stem and branches, in comparison with the fiscal year of 1875, have decreased \$881,817 91, and the working expenses have decreased \$765,165 59, making a comparative decrease in the net profits of \$116,652 32.

The aggregate working expenses of the main stem, with all branches and divisions, are 63,93

* The Main Stem includes the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch roads, and the Washington City and Point Lookout Railroad.

per cent of the whole gross revenues, being 4.66 per cent less than those of the preceding year.

The sinking fund, for the payment of the loan of the city of Baltimore, which was originally \$5,000,000, increased during the year \$101,904 68, making the payment in advance on account and in reduction of that loan, which will mature in 1890, \$1,848,878 10. The amounts are given also of the accretions of the other sinking funds of the different loans, in accordance with the policy by which the entire indebtedness will be paid at the period of maturity.

The profit and loss account shows an increase for the past year of \$1,952,573 90. The surplus fund, which represents invested capital derived from net earnings, and which is not represented by either stock or bonds, now amounts to \$36,022,365 88. The entire mortgage indebtedness is \$28,168,929 90. The surplus fund representing capital invested in branch and connecting roads and in improvements on main stem, &c., exceeds the entire mortgage indebtedness by \$7,353,435 98. There has been a further expansion of tonnage of through merchandise east and west. The total tonnage the past year was 1,093,393 tons against 872,101 tons in 1875. In 1871 it was 435,207 tons. During the past fiscal year 842,633 barrels of flour and 17,517,946 bushels of grain were brought to Baltimore. Of this aggregate of grain 15,948,107 bushels were corn. The receipts of corn for the preceding year were 5,591,633 bushels. The immense and satisfactory gain in the corn trade of Baltimore by the lines of the Baltimore and Ohio Company for the year, is thus shown to have been 10,356,474 bushels.

The traffic in live stock has been 98,652 tons, an increase of 4,943 tons over 1875, and 9,380 tons over 1874.

In 1876 the lumber brought to Baltimore was 65,238 tons, an increase of 10,549 tons over 1875.

The quantity of petroleum transported to Baltimore during the year was 46 per cent. greater than in 1875; 701 per cent. greater than in 1874; 986 per cent. greater than in 1873; and 1001 per cent. greater than in 1872. The advantages of the port of Baltimore for the shipment of petroleum have been so successfully demonstrated that capitalists from other cities have invested large sums to provide the necessary facilities for the economical transaction of a heavy business; and the Baltimore market may now be regarded as having been permanently established as one of the leading and best centres for this important trade.

The largely increased tonnage of through merchandise, East and West, shows an aggregate of 1,093,393 tons. Much of this traffic was transported at the needlessly low rates established by competing lines. A difference of ten cents per hundred pounds, which would have given reasonable and satisfactory rates to the public, would have made an increase of \$2,186,786 in the net results of the year's work. The passenger earnings exhibit an increase from \$1,518,522 68 in 1874 and \$1,618,239 24 in the preceding year, to \$1,874,475 66.

The coal trade of the main stem shows an aggregate of 1,596,894 tons, which includes 409,605 tons for the company's supply. Of this quantity that transported for the public, delivered in Baltimore, is 1,115,818 tons, and delivered at local points upon the line 71,476 tons.

Under the heading Washington Branch the report refers to the hope entertained that the Legislature at its last session would have adopted some equitable arrangement to relieve the company from the payment to the State of the one-fifth the passenger fares earned on the Washington branch as a practically parallel and competing line—the Baltimore and Potomac railroad—had been built under its authority with entire freedom from such imposition. While the legal question remains to be authoritatively settled in this matter the company hopes the Legislature may yet make a fair adjustment.

In regard to the company's claim against the State for \$289,529 65 on account of money advanced to pay the interest in London on the State's sterling loan which has not yet been paid, the company also expects that at no distant day the State will authorize its adjustment.

On the main stem 597 miles of track are now laid with steel rails; an extensive hotel has been built at Oakland, with improvements and additional buildings at Riverside, Locust Point, Mount Clare, Mount Airy, Keyser, Grifton, Littleton, and other points on the main stem. The extensive additions and improvements in the docks and piers at Locust Point were undertaken to meet the urgent demands of the rapidly increasing commerce of Baltimore, and especially to furnish the most effective accommodations for the fleets of steamships of immense capacity which are being attracted to Baltimore by the economies, facilities and advantages offered at this port.

During the year two first class consolidated freight engines and four twelve-wheeled passenger cars, six combination, one mail and baggage and fourteen drovers' cars have been built, costing \$91,180 76.

The population and number of towns on the Chicago division are increasing in a most remarkable manner, and the business of the road is rapidly expanding. With the restoration of remunerative rates of transportation this road will not only prove to be one of the most valuable feeders of the Baltimore and Ohio Company and of the trade of Baltimore, but will prove also to be a very satisfactory and remunerative investment. Extensive improvements and desirable additions have been made at many points upon the line. The report in conclusion, says:

The opening of this extension to Chicago excited much jealousy and antagonism on the part of a number of the competing lines. It was alleged that the traffic relations of the previously existing railroad system in the Northwest were very seriously disturbed by this new competing element. It is certainly true that the construction of this line gave a direct route between Baltimore and Chicago, under one proprietorship and one management, and that it broadly opened to consumers and producers a more economical and advantageous channel for trade, and a more economical and advantageous port on the seaboard than had before existed for the vast regions which it reached. These hostilities by competing companies assumed various forms; first, by illegal attempts to interfere with the construction of the road; subsequently by interference with agreements for its terminal station arrangements in Chicago, and since generally by such action in regard to rates for transportation as would if in their power, make the property unremunerative. But in these processes of antagonism to this short and cheap line, the longer lines to other seaboard cities have suffered fearful losses. Utterly, unreasonable, and unjust demands

have been made upon the Baltimore and Ohio Company to charge rates of transportation to the City of Baltimore which would ignore its immense geographical advantages as an *entrepot* for foreign commerce. These attacks have been based upon erroneous principles, are in violation of the laws of trade and can never prevail. The interests of the producer and consumer, the interests of the whole country, demand that the great commercial cities on the seaboard shall maintain their proper advantages of geographical relations, so that the transportation of the country shall be done at rates governed by their respective advantages. The great City of New York will always command from those immense regions which have natural relations to that port their exclusive business. But those western centres of commerce which are nearest to Baltimore, and the regions connected with those centres, are entitled to the economy and advantages of their nearness to Baltimore, and those centres of commerce and those regions will expect to use, and will use, the channel of commerce which is nearest and most advantageous. Artificial means by which efforts are made to ignore distances will always be resisted upon broad and strong grounds, which will be sustained by the common sense and plain advantages of the great populations whose interests are involved in this important question. The Chicago division of the Baltimore and Ohio Road has already demonstrated its power and usefulness, and while this company will continue to desire no unfair advantages, it will doubtless maintain equitable and just principles.

A much larger business has been offered upon this line than could be transported. It will be necessary, in order to meet the great trade of the Northwest, which naturally seeks Baltimore as an outlet, to supply a plant commensurate with the trade that can be readily commanded. Arrangements are now being made looking to a large increase of equipment for that line.

Washington County (Md.) Railroad.

The annual meeting of the stockholders of this company was held at Hagerstown on the 18th inst. Wm. Keyser, of Baltimore, presided. There were 38,190 shares of stock represented. The old board of directors was re-elected as follows: Wm. Keyser, P. B. Small, W. S. Kennedy, David Fowler, E. W. Mealey, Galloway Cheston and Jacob A. Miller. Mr. Keyser was re-elected president, P. B. Small secretary and treasurer. The Baltimore and Ohio Railroad Company gave notice of the expiration of their lease of the road on the first of January, 1878, but no action was taken in the matter.

At the annual meeting of the Catonsville Horse Railway Co., held in Baltimore on the 18th inst., the annual report was presented, showing that the number of passengers carried during the year was 232,841, being 8,428 less than the year previous. The decrease is ascribed to the centennial, which reduced the number of picnic and pleasure parties in the suburbs. Two new, well-furnished cars were built, and a considerable portion of track relaid with new rails, and the entire track put in good order. A new bridge was built over Gwynn's Falls by the company. The usual annual dividend of 8 per cent was declared out of the earnings of the year. John C. Holland is President of the Company.

The Alabama State Journal says that the South and North Alabama Railroad Company have purchased the Mobile and Alabama Railroad, and will, after the first of January next, run a through line from Louisville to Mobile as one road.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length of track equiv. at 100 ft.	Horse and Dromines.	Cost of Equipment	Share Capital	Indebtedness.		Earnings.		Value of Shares	Capital paid	Market
					Bonded Debt	Floating Debt	Gross.	Dividends			
Sept. 30, '75	11,000	183	45	Albany (N.Y.)	221,500	200,000	\$ 79,500	\$ 131,000	38,717	6	\$ 100
Sept. 30, '75	1,000	491	49	Albany st. Freight (B'klyn), Mass.	49,288	75,000	—	1,399	158	100	100
Sept. 30, '75	25,000	491	49	Atianto Avenue (B'klyn), N.Y.	261,912	650,200	490,000	20,107	376,017	126,869	5
Dec. 31, '75	9,811	704	106	Baltimore City (Balt.), Md.	1,000,000	1,000,000	—	616,538	221,900	6	25
Sept. 30, '75	22,000	396	43	Bleek, st. & F. (N.Y.C.), N.Y.	801,785	900,000	697,000	49,107	246,785	51,992	100
Sept. 30, '75	5,52	—	—	Boston and Chelsea (Mass.)	110,000	110,000	—	—	8,800	7,039	6
Sept. 30, '75	18,88	310	60	Broadway (Brooklyn), N.Y.	473,578	200,000	210,000	40,659	225,486	53,516	12
Sept. 30, '75	10,24	1,200	147	B'rdway & 7th Av. (N.Y.C.), N.Y.	2,907,019	2,100,000	1,500,000	288,159	1,004,824	268,261	6
Sept. 30, '75	8,25	9, D.	32	Brooklyn, Bath & Coney I. (N.Y.)	236,105	—	80,000	—	—	—	—
Sept. 30, '75	89,00	1973	44	Brooklyn City (N.Y.)	2,462,056	2,000,000	300,000	70,000	1,462,316	321,341	13
Sept. 30, '75	22,60	297	72	Brooklyn City & Newtown (N.Y.)	879,359	—	400,000	55,710	196,743	59,363	10
Sept. 30, '75	19,83	231	55	Brooklyn Cross-Town (N.Y.)	719,856	395,400	300,000	2,336	178,983	37,348	100
Sept. 30, '75	17,65	111	28	Buffalo East Side (N.Y.)	414,238	28,000	238,000	140,838	62,332	9,991	100
Sept. 30, '75	17,62	411	71	Buffalo street (Brooklyn), N.Y.	643,928	100,000	568,889	114,467	211,906	38,422	100
Sept. 30, '75	11,00	134	23	Bushwick (Brooklyn), N.Y.	499,604	309,000	200,000	1,580	176,149	107,374	100
Sept. 30, '75	30,30	—	—	Cambridge (Boston), Mass.	824,300	824,300	150,000	—	77,187	77,187	9
Sept. 30, '75	4,92	149	30	Central Cross-Town (N.Y. City), N.Y.	847,046	600,000	240,000	20,519	74,979	9,979	100
Sept. 30, '75	24,06	1105	131	Cen. P., N. & E.R. (N.Y.C.), N.Y.	2,976,700	1,676,700	1,200,000	10,759	772,315	193,266	100
Sept. 30, '75	6,00	178	22	Christopher & Tenth st. (N.Y.C.)	768,500	650,000	68,500	1,507	93,112	5,617	100
Oct. 31, '75	9,80	842	49	Citizens' (Phila.), Pa.	232,467	192,750	—	—	359,714	106,982	40
Oct. 31, '75	9,61	227	33	Citizens' (Pittsburg), Pa.	179,870	184,000	50,000	7,905	207,918	41,817	26
Sept. 30, '75	15,03	248	56	Coney Island & Brooklyn (N.Y.)	716,750	500,000	307,000	37,070	207,280	37,793	100
Sept. 30, '75	11,23	875	131	Dry Dock, E.B. & B. (N.Y.C.), N.Y.	1,161,213	1,200,000	1,005,000	—	937,476	322,356	8
Sept. 30, '75	10,31	1075	12	Eighth Avenue (N.Y. City), N.Y.	8,823,078	1,000,000	203,000	105,000	839,785	138,410	12
Dec. 21, '75	7,09	92	17	Elizabeth and Newark (N.J.)	276,920	232,725	—	44,195	46,833	8,443	100
Oct. 31, '75	5,67	32	22	Federal St. & Pl. Val. (Pdg.), Pa.	156,719	100,000	75,000	10,000	72,901	8,639	25
Sept. 30, '75	10,26	463	43	42d st. & Gr'd st. (N.Y.C.), N.Y.	1,054,679	748,000	236,000	49,922	348,046	56,907	9
Oct. 31, '75	2,18	602	71	Frankford & Southwark (Phila.), Pa.	937,992	600,000	211,500	—	492,719	98,104	10
Oct. 31, '75	34,91	452	78	Germantown (Phila.), Pa.	772,305	539,514	106,000	21,600	471,319	103,017	7
Sept. 30, '75	8,77	153	22	Gr'd st. & Newtwn (B'klyn), N.Y.	321,840	170,000	90,000	6,100	95,236	24,405	100
Sept. 30, '75	8,50	172	41	Gr'd St. Prop. P'k & Flatb., N.Y.	460,559	200,000	200,000	102,427	77,578	2,700	100
Oct. 31, '75	7,94	45	45	Green and Coates st. (Phila.), Pa.	261,912	150,000	100,000	6,500	211,719	61,322	27
Sept. 30, '75	11,96	139	46	Harim, Br. & Mor. & F'dham, N.Y.	287,502	299,100	146,000	—	97,966	5,364	50
Sept. 30, '75	11,85	321	55	Hous. W. st. & Lavonia Fy. (N.Y.)	717,250	238,750	478,500	—	38,493	60,400	100
Oct. 31, '75	17,22	471	71	Heat, Mart. & F'mount (Ph.), Pa.	402,727	300,000	128,000	21,737	89,918	93,105	16
Sept. 30, '75	6,50	264	56	Highland (Boston), Mass.	450,083	220,000	200,000	128,222	227,438	41,250	8
Sept. 30, '75	10,75	66	22	Jamaica, Woodh' & B'klyn (N.Y.)	190,000	100,000	—	—	22,019	594	100
Oct. 31, '75	5,69	132	56	Lombard and South st. (Ph.), Pa.	179,807	125,000	62,556	—	109,882	21,309	12
Sept. 30, '75	7,60	7	4	Long Island City Shore (N.Y.)	165,000	75,000	90,000	—	20,761	3,337	5
Sept. 30, '75	5,04	50	12	Lowell Horse (Mass.)	100,569	93,100	—	—	33,927	4	100
Sept. 30, '75	12,79	252	57	Lynn and Boston (Mass.)	291,298	200,000	50,000	51,017	166,496	15,587	100
Sept. 30, '75	8,50	—	—	Malden and Melrose (Mass.)	60,249	185,500	16,000	—	—	—	100
Sept. 30, '75	5,21	60	60	Merrimack Valley (Mass.)	79,770	50,000	—	—	33,422	2,615	100
Sept. 30, '75	47,50	1817	26	Metropolitan (Boston), Mass.	2,703,761	1,500,000	743,442	326,245	1,126,707	219,958	78
Sept. 30, '75	10,03	312	62	Middlesex (Boston), Mass.	733,030	400,000	376,000	155,165	249,821	54,506	6
Sept. 30, '75	8,55	32	32	Naumkeag (Mass.)	207,197	150,000	35,900	1,900	32,060	2,792	100
Sept. 30, '75	3,82	36	8	New Bedford & Fairhaven (Mass.)	81,066	50,000	—	30,190	23,275	2,467	100
Sept. 30, '75	7,50	92	12	New York Elevated (N.Y.)	1,677,522	798,300	771,000	108,322	93,657	def.477	100
Sept. 30, '75	6,10	290	29	New Wmbsr & Flatbush (N.Y.)	323,558	300,000	—	—	65,386	3,197	100
Sept. 30, '75	11,16	124	29	Ninth Avenue (N.Y. City), N.Y.	99,422	799,200	207,000	20,663	106,330	13,432	100
Sept. 30, '75	13,08	241	47	North 2d St. & Middle Vil. (N.Y. City), N.Y.	242,310	142,100	125,000	2,348	148,351	69,979	100
Sept. 30, '75	14,40	100	49	Orange and Newark (N.J.)	1,041,157	290,000	700,000	156,420	222,901	31,077	100
Oct. 31, '75	9,83	57	13	People's (Scranton), Pa.	412,098	200,000	300,000	56,000	123,715	31,978	100
Oct. 31, '75	6,69	21	41	People's (Pittsburg), Pa.	162,719	150,000	—	15,000	42,108	13,108	8
Oct. 31, '75	12,79	641	119	Philadelphia City (C. & W.), Pa.	793,912	500,000	200,000	69,108	562,307	123,409	20
Oct. 31, '75	6,22	—	—	Philadelphia City and Darby (Pa.)	328,859	200,000	100,000	—	24,000	8,20	78
Oct. 31, '75	13,17	161	41	Philadelphia & Gray's Ferry, Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10
Oct. 31, '75	8,75	137	40	Pbg. Allegheny & Manches., Pa.	392,718	300,000	100,000	—	171,319	45,310	5
Oct. 31, '75	6,60	21	20	Pittsburg and Birmingham, Pa.	196,322	150,000	50,000	—	81,310	13,108	50
Oct. 31, '75	10,00	132	40	Pbg. Oakland & E. Liberty, Pa.	191,927	153,000	45,000	37,040	59,172	17,102	50
Dec. 31, '75	7,13	71	14	Portland (Me.)	175,000	157,000	—	1,000	49,863	4,791	100
Sept. 30, '75	5,00	40	40	Poughkeepsie City (N.Y.), N.Y.	131,702	76,705	27,000	38,908	23,548	2,643	100
Sept. 30, '75	16,75	212	44	Prospect Park & Coney I. (N.Y.)	1,011,125	500,000	187,000	32,440	121,224	16,178	100
Dec. 31, '75	14,12	280	46	Ridge Avenue (Ph.), Pa.	423,951	450,000	58,400	—	249,316	51,102	10
Sept. 30, '75	17,60	447	47	Rochester and Brighton (N.Y.), N.Y.	263,509	105,000	138,000	32,450	122,807	45,789	100
Sept. 30, '75	22,00	1109	159	Second Avenue (N.Y. City), N.Y.	2,547,402	1,199,500	1,317,000	45,000	780,147	135,657	8
Oct. 31, '75	71	416	635	Second and 2d st. (Phila.), Pa.	822,901	671,576	109,300	—	571,222	192,513	17
Oct. 31, '75	7,60	360	21	17th and 19th street (Phila.), Pa.	209,437	180,000	50,000	10,000	249,668	79,314	12
Sept. 30, '75	8,37	1075	112	Sixth Avenue (N.Y. City), N.Y.	2,367,088	750,000	415,000	800,000	826,910	162,869	74
Sept. 30, '75	10,36	360	20	South Boston (Mass.)	546,268	450,000	—	—	26,288	306,565	35,976
Sept. 30, '75	6,60	106	26	South Brooklyn & Park (N.Y.), N.Y.	114,774	150,000	100,000	26,642	47,241	6,210	100
Sept. 30, '75	7,18	—	—	South Ferry (N.Y.)	280,111	150,000	187,000	25,000	31,791	6,496	100
Sept. 30, '75	8,09	38	21	Springfield (Mass.)	90,912	50,000	—	—	26,583	26,922	792
Sept. 30, '75	8,00	40	13	Staten Island (N.Y.)	31,000	31,000	—	—	—	18,238	Deficit
Sept. 30, '75	2,83	21	24	Stoneham street (Boston), Mass.	42,969	33,000	—	—	2,144	1,729	6
Sept. 30, '75	9,23	22	22	Syracuse and Geddes (N.Y.)	32,286	25,000	—	—	15,619	2,614	8
Sept. 30, '75	7,60	217	21	Syracuse and Onondaga (N							

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,562	199,926	... . . . .	11,16,366 13,919,394
1876.	117,417	144,132	180,246	197,000	213,996	169,370	198,861	248,138	265,593	285,000	... . . . .	14,626,914
Central Pacific :												
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,622	1,392,125	1,375,470	1,298,751	11,16,366 13,919,394
1874.	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,394 14,626,914
1875.	963,938	906,159	1,136,263	1,366,994	1,798,469	1,733,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,936	1,338,209 17,021,016
1876.	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,957,000	... . . . .	14,626,914
Canada Southern :												
1875.	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	... . . . .	11,16,366 13,919,394
1876.	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	... . . . .	11,16,366 13,919,394
Chicago and Alton :												
1873.	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046 5,497,541
1874.	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725 5,126,238
1875.	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,233	489,019	395,779	369,311 4,656,764
1876.	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,272	517,932	526,406	... . . . .	11,16,366 13,919,394
Chicago and Northwestern :												
1873.	752,468	765,249	967,258	1,034,023	1,256,073	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915 13,916,465
1874.	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,655	1,118,370	1,254,255	1,407,975	1,965,726	1,302,027 13,361,689
1875.	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339 12,811,227
1876.	808,842	854,627	944,450	919,978	1,090,753	... . . . .	... . . . .	... . . . .	... . . . .	... . . . .	... . . . .	11,16,366 13,919,394
Chicago, Mil. & St. Paul :												
1873.	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192 9,046,124
1874.	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,282 8,953,017
1875.	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	927,030	747,893	8,255,744
1876.	527,000	518,000	567,388	650,994	819,553	877,571	685,753	569,482	646,150	817,569	... . . . .	11,16,366 13,919,394
Clev., Col., Cin. & Ind. :												
1873.	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596 4,887,448
1874.	379,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	363,564	325,399 4,248,606
1875.	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038 3,774,217
Erie :												
1872.	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615 18,694,096
1873.	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585 19,548,617
1874.	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,390	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551 15,736,787
1875.	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,093	1,497,529	1,538,089	... . . . .	... . . . .	11,16,366 13,919,394
Hannibal & St. Joseph :												
1875.	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	... . . . .	... . . . .	11,16,366 13,919,394
1876.	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	... . . . .	... . . . .	11,16,366 13,919,394
Illinois Central :												
1872.	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063 8,026,754
1873.	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,089	703,692 8,248,329
1874.	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	686,435 7,900,721
1875.	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434 7,802,556
1876.	588,446	608,126	605,494	546,083	585,969	614,484	482,003	595,100	633,057	718,740	... . . . .	11,16,366 13,919,394
Kansas Pacific :												
1872.	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	233,240 3,693,193
1873.	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,493 3,498,160
1874.	170,349	178,429	245,774	292,143	316,647	316,379	293,247	254,788	... . . . .	... . . . .	... . . . .	11,16,366 13,919,394
Lake Shore & Mich. South'n :												
1871.	1,099,039	1,082,656	1,320,093	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,363	1,243,594 14,898,449
1872.	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235 17,699,935
1873.	1,446,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,512,693 19,414,509
1874.	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,968 17,146,131
1875.	1,163,564	1,037,518	1,237,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,500	1,392,487	1,275,955	1,280,371 14,434,199
Michigan Central :												
1872.	411,113	384,058	449,453	485,550	487,283	398,300	403,304	460,101	536,603	641,807	487,603	464,163 5,606,117
1873.	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548 6,088,534
1874.	555,709	438,037	487,871	551,932	559,234	468,908	413,302	484,792	552,484	609,888	525,480	481,568 6,129,555
1875.	500,902	441,623	611,211	600,066	556,799	491,823	462,231	534,001	620,814	669,785	... . . . .	11,16,366 13,919,394
1876.	518,567	548,669	583,981	610,543	629,348	533,170	430,625	542,772	622,526	647,210	... . . . .	11,16,366 13,919,394
Mo., Kan. & Texas :												
1873.	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603 3,444,221
1874.	266,333	230,371	262,801	214,011	224,589	237,425	245,989	288,999	313,500	... . . . .	... . . . .	11,16,366 13,919,394
1875.	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	... . . . .	11,16,366 13,919,394
1876.	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	... . . . .	11,16,366 13,919,394
Ohio and Mississippi :												
1873.	283,605	291,630	333,735	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920 3,654,667
1874.	266,039	243,167	304,842	293,665	268,807	292,546	282,643	311,140	366,131	382,544	398,575	297,679 3,612,776
1875.	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,806	324,857	337,915 3,426,050
1876.	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	... . . . .	11,16,366 13,919,394
Philadelphia and Reading :												
1871.	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080 12,500,664
1872.	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791 12,199,748
1873.	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136 14,990,006
1874.	683,128	737,381	1,19,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,463,807	1,857,429	1,375,639	953,136 14,361,121
1875.	447,172	417,644	575,740	650,270	689,193	917,514	1,556,974	1,631,339	1,656,258	1,722,954	1,438,733	11,16,366 13,919,394
St. Louis, I. Mt. & South'n :												
1873.	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,623	231,348 4,539,638
1874.	243,915	211,409	226,288	214,620	251,509							

NATIONAL AND STATE SECURITIES.

Amounts outstanding.		Interest.		Amounts outstanding.		Interest.		Payable.		Market Price.
		Rate.	Payable.	When PAYABLE.	Market Price.				PAYABLE.	Market Price.
National Securities, Nov. 1, 1876.										
Loan of June 14, 1858.....	2,260,000	5	Jan. & July.	1874	100	Massachusetts—(\$29,465,204):		5	Jan. & July.	1894
Loan of February 8, 1861.....	16,795,000	6	Jan. & July.	1880	117	.. Lunatic Hospital Loan, 1874.....	650,000	5	“	1894
“.....	4,020,000	6	“	1880	117	.. Harbor Land Improvement bonds, 1874.....	400,000	5	“	1894
Oregon War Bonds of March 2, 1861.....	945,000	6	Jan. & July.	1881	100	.. Back Bay Land bonds, 1861 and 1862.....	220,000	6	May & Nov.	1880
Loan of July 17, and Aug. 5, 1861.....	12,157,550	6	Jan. & July.	1881	117	.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	1875-76
“.....	63,153,800	6	“	1881	117	.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	1878
Loan of Feb. 25, 1862 (5-20s).....	6	May & Nov.	1882	100	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	
“.....	“	“	1882	100	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	“	1894	
Loan of March 3, 1863.....	33,755,300	6	Jan. & July.	1881	117	.. War Fund Loan, 1869.....	999,944	5	“	1899
“.....	21,264,700	6	“	1881	117	.. Troy & Greenfield R.R. & Tunnel Loan, 10,971,962	5	Various	188-94	
Loan of March 3, 1864.....	6	May & Nov.	1884	100	.. B. H. & Erie R. R. Loan, 3,569,020	5	Jan. & July.	1900		
“.....	“	“	1884	100	Michigan—(\$1,664,000):	6	“	“	1878	
Loan of June 30, 1864.....	6	“	1884	100	.. Renewal Loan bonds, 1858.....	105,000	6	“	1878	
“.....	“	“	1884	100	.. Two Million Loan bonds, 1863.....	1,032,000	7	May & Nov.	1890	
Loan of March 3, 1865.....	35,658,050	6	May & Nov.	1885	110	.. War Bounty Loan bonds, 1866.....	366,000	7	“	1890
“.....	14,900,200	6	“	1885	110	Minnesota—(\$2,755,000):	7	Jan. & July.	17-79	
“.....	61,979,150	6	Jan. & July.	1885	120	.. State Buildings Loan, 1867 to 1869.....	250,000	7	“	1879
“.....	140,683,950	6	“	1885	120	.. State Buildings Loan, 1873, coupon	280,000	7	“	1883
“.....	94,421,350	6	Jan. & July.	1887	116	.. Railroad Aid bonds, 1858, (repudiated) 2,275,000	7	“	1887	
“.....	216,201,400	6	“	1887	116	Missouri—(\$17,839,000):	7	Jan. & July.	1877	
“.....	4th series (5-20s).....	6	Jan. & July.	1888	117	.. State Debt Proper, 1865 and 1868.....	439,000	6	“	1871-91
“.....	“	“	1888	117	.. Consolidation bonds, 1868.....	2,727,000	6	“	1888	
“.....	22,297,300	6	“	1904	114	.. Funding Bonds, 1874.....	1,100,000	6	“	184-95
Loan of March 3, 1864.....	141,860,300	5	Mar. & Sept.	1904	114	.. Railroad Aid bonds, 1853-66.....	15,868,000	6	“	19-87
“.....	52,706,000	5	“	1881	128	.. State Institution bonds, 1872 to 1874.....	505,000	6	“	192-94
Consols of July 14, '70 & Jan. 20, '71 registered	220,669,700	5	F. M. A. & N.	1881	128	Nevada—(\$160,000):	10	Mar. & Sept.	1881	
“.....	296,834,450	5	“	1881	128	.. Bonds funding floating debt, 1871.....	160,000	10	“	“
Debt matured and without interest (var.)	2,513,240	3	Due.	1875	100	New Hampshire—(\$3,724,100):	6	Jan. & July.	1875-78	
Navy Pension Fund of July 23, 1868.....	14,000,000	3	Irrad.	1875	100	.. War Loan Bonds, of 1861.....	418,000	6	“	184-89
Certificates of Indebtedness 1870.....	4	“	1875	100	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	1870	
Pacific R. R. Bonds (registered).....	64,823,512	6	Jan. & July.	1875-99	“	.. State bonds, 1873.....	500,000	6	Jan. & July.	1878-86
United States Notes.....	367,601,408	6	“	1875-99	“	.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	“	1872-95
Fractional Currency.....	28,555,478	6	“	1875-99	“	New Jersey—(\$2,496,300):	6	“	“	
State Securities, latest dates.										
Alabama—(\$21,870,310):	2,582,800	5	May & Nov.	186-92	35	.. War Loan (tax free) bonds, 1861.....	1,000,900	6	“	1876-84
“.....	2,212,700	8	Jan. & July.	186-93	35	.. War Loan (tax free) bonds, 1863.....	900,900	6	“	186-98
“.....	341,000	7	“	1894	10	.. War Loan bonds, 1864.....	593,400	6	“	197-02
“.....	15,061,000	8	“	1894	10	New York—(\$29,776,787):	7	“	“	
Arkansas—(\$12,733,086):	3,050,000	6	Jan. & July.	1890	33	.. Bounty Loan bonds, coupon.....	1,057,000	7	“	1877
“.....	1,460,000	7	“	1900	100	.. Bounty Loan bonds, registered.....	13,855,000	7	“	1877
“.....	300,000	7	“	1882	100	.. State (Deficiency) Stock, '38, part at will.....	889,781	6	J. A. J. & O.	1878
“.....	5,800,000	7	“	1895	100	.. Canal Stock (old).....	880,000	6	June & Dec.	1877
“.....	5,800,000	7	April & Oct.	1900	5	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887
California—(\$3,396,500):	15,500	7	Jan. & July.	1877-80	115	.. Canal Stock, 1873.....	847,500	6	“	1883
“.....	95,500	7	“	1883	115	.. Canal Stock, 1874.....	4,302,600	6	“	1891
“.....	500,000	7	“	1885	115	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892
“.....	2,901,000	6	“	1893	115	North Carolina—(\$28,419,045):	6	“	“	
Connecticut—(\$6,014,000):	508,900	6	Jan. & July.	1881	113	.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	1875-98
“.....	2,195,500	6	“	1881	113	.. Railroad and Improvement (old) bonds.....	3,639,400	6	April & Oct.	1875-98
“.....	588,500	6	April & Oct.	1894	100	.. Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	1875-87
“.....	1,741,100	6	“	1885	100	.. Funding (new) bonds, 1866.....	1,895,000	6	April & Oct.	1890
Delaware—(\$1,231,000):	1,231,000	6	Jan. & July.	1885	100	.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.	1890
“.....	State bonds to railroads, etc.....	“	“	1885	100	.. Special Tax bonds.....	1,711,400	6	April & Oct.	1898
District of Columbia—(\$12,790,000):	4,000,000	6	Jan. & July.	1892	100	Ohio—(\$7,985,205):	1,473,115	6	Jan. & July.	1875
“.....	790,000	7	“	1893	100	.. Loan (sinking fund), 1850.....	4,072,640	6	“	1881
“.....	10,594,550	3-5	Feb. & Aug.	1924	68	.. Loan (sinking fund), 1860.....	2,400,000	6	“	1886
Florida—(\$5,431,767):	350,000	7	Jan. & July.	1891	100	Oregon—(\$24,027):	46,027	7	“	1875-84
“.....	500,200	6	“	1903	100	.. Bounty and Relief bonds.....	200,000	7	“	1890
“.....	4,000,000	8	“	1890	100	Pennsylvania—(\$24,568,635):	“	“	“	
“.....	“	“	1890	100	.. Inclined Plane Loan, of 1840.....	400,000	6	April & Oct.	1875	
“.....	“	“	1890	100	.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	
“.....	“	“	1890	100	.. Loans, May '52 & Apr. '52, reg. & coup.....	3,540,500	5	Feb. & Aug.	1877	
“.....	“	“	1890	100	.. Stock Loan of Feb. 2, 1867, 2d series.....	7,890,550	6	“	1877	
“.....	“	“	1890	100	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.....	9,271,860	6	“	1882	
“.....	“	“	1890	100	.. Agricultural College Land Scrip, 1872.....	434,850	6	April & Oct.	1876	
“.....	“	“	1890	100	Rhode Island—(\$2,638,000):	500,000	6	“	“	
“.....	“	“	1890	100	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	
“.....	“	“	1890	100	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	“	1894	
“.....	“	“	1890	100	South Carolina—(\$14,537,295):	“	“	“		
“.....	“	“	1890	100	.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	1877-89	
“.....	“	“	1890	100	.. State Mouse bonds, 1853 and 1854.....	287,000	6	“	1871-80	
“.....	“	“	1890	100	.. Blue Ridge R. R. bonds, 1854.....	867,000	5	“	1875-79	
“.....	“	“	1890	100	.. Funding Stock and bonds, 1866.....	884,113	6	“	1877-97	
“.....	“	“	1890	100	.. Funding and Conversion bonds, 1868-69	3,764,850	6	J. A. J. & O.	1872-89	
“.....	“	“	1890	100	.. Land Commission bonds, 1869 and 1870.....	526,000	6	Jan. & July.	1889	
“.....	“	“	1890	100	.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	
“.....	“	“	1890	100	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	
“.....	“	“	1890	100	.. Consolidated bonds, 1873, reg. and coup.....	1,391,084	6	“	1893	
“.....	“	“	1890	100	.. Railroad Bond endorsements.....	4,707,605	var	Various	“	
Tennessee—(\$47,185,617):	“	“	“	“	.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs	
“.....	“	“	“	“	.. Railroad, &c., Loan bonds.....	28,530,000	6	Jan. & July.	1875-90	
“.....	“	“	“	“	.. Funding bonds, 1866 and 1868.....	7,141,000	6	“	197-99	
“.....	“	“	“	“	.. Funding bonds, 1873, coupon and reg. 6,223,000	6	“	1914		
Texas—(\$4,822,073):	“	“	“	“	.. State Bonds.....	125,000	6	Jan. & July.	1877	
“.....	“	“	“	“	.. State Bonds.....	75,000	6	“	1892	
“.....	“	“	“	“	.. Frontier Defense (gold) bonds.....	697,000	7	“	1910	
“.....	“	“	“	“	.. Revenue Deficiency (gold) bonds.....	500,000	7	“	1892	
“.....	“	“	“	“	.. Funding (gold) Bonds.....	1,000,000	7	“	1904	
“.....	“	“	“	“	.. Funding (currency) Bonds.....	279,000	10	Mar. & Sept.	1876	
“.....	“	“	“	“	.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	
“.....	“	“	“	“	.. Pension (currency) Bonds.....	1,100,000	10	“	1894	
“.....	“	“	“	“	.. War Loan bonds, 1862.....	312,000	6	“	“	
“.....	“	“	“	“	.. Coupon (old) bonds, 1861 to 1861.....	7,522,652	6	Jan. & July.	1867-95	
“.....	“	“	“	“	.. Registered (old) bonds, 1851 to 1861.....	700,000	6	“	10 to 30	
“.....	“	“	“	“	.. Coupon (new) bonds, 1866 and 1867.....	“	“	“	34 yrs	
“.....	“	“	“	“	.. Registered (new) bonds, 1866 and 1867.....	20,239,005	6	“	1905	
“.....	“	“	“	“	.. Consol. (coup. receivable for taxes) 1871.....	2,442,784	6	“	34	
“.....	“	“	“	“	.. Consol. (coup. not so receivable) 1872.....					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price	
			When.	Where.	Due.					When.	Where.	Due.		
Adirondack:							Blue Ridge, (S. Car.):							
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	...	1st Mort., guar. by State (gold).....	4,000,000	7*	Jan. & July.	Charleston.	1899	...	
Alabama and Chattanooga:							Boston and Albany:							
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	...	Currency bonds of Feb. 1, 1872.....	5,000,000	7	Feb. and Aug.	Boston.	191-9	113	
2d Mortgage.....	2,673,000	8	"	"	1889	...	Boston, Clinton and Fitchburg:							
Receiver's Bonds.....	1,200,000	7	"	"	"	...	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	85	
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92	
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	96	
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90	
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	...	Boston, Concord and Montreal:							
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	110	Consol. Mortgage for \$2,000,000.....	965,000	7	Apr. and Oct.	Boston.	1893	103	
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	102	Boston, Hartford and Erie:							
3d Mortgage.....	434,000	7	May & Nov.	"	1881	...	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	...	
Albany Loan.....	933,000	6	"	"	1895	...	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	16	
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	161	
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	...	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	"	Boston.	1899	...
Allegheny Valley:							Boston and Lowell:							
General Mortgage.....	3,967,000	7	Jan. & July.	New York.	1896	105	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1870	101	
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	...	Bonds of 1872 for \$1,000,000.....	995,300	7	"	"	1892	108		
1st M. E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	92	Boston and Maine:							
Funding Income (traffic guar.)	5,405,000	7	"	Pittsburg.	1894	46	Bonds of 1893 (coup. and reg.).....	3,200,500	7	Jan. and July.	Boston.	188-94	111	
American Central:							Boston and New York Air Line:							
1st Mort., guar. by C. B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100	
Androscoggin:							Boston and Providence:							
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	...	Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	108	
Arkansas Central (narrow gauge):							Brunswick and Albany:							
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	...	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	...	
Ashtabula, Youngstown & Pitts.:							2d Mort., sinking fund gold.....	2,350,000	7*	"	"	1893	...	
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	...	Buffalo, Bradford and Pittsburg:							
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	...	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	...	
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:							
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	...	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1880	...	
Atchison, Topeka and Santa Fe:							Buffalo and Erie:							
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	91	Mort. bonds (ass'd by LS & MS).....	200,000	7	Jan. and July.	New York.	1882	...	
Land Grant Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	80	Mort. bonds (" ").....	300,000	7	March & Sept.	New York.	1886	...	
1st Mort. (Wichita Br.) (tr. g. guar.)	412,000	7	Jan. & July.	"	1902	...	Mort. bonds (" ").....	3,000,000	7	Apr. and Oct.	"	1898	105	
Consol. mort. gold (Oct. 1, '76).....	2,074,000	7*	"	"	1903	53	Buffalo and Jamestown:							
Consol. Second Mort. (gold).....	976,000	7*	April & Oct.	Y. or Bost.	1903	...	Mortgage.....	1,000,000	6*	...				
Land Income bonds.....	475,000	12	Jan. & July.	N. Boston.	1903	103	Buffalo, New York and Erie:							
Atlanta and Richmond Air Line.							1st Mortgage (assumed by Erie).....	2,000,000	7	June & Dec.	New York.	1877	94	
1st Mortgage (guar. by Georgia).....	4,248,000	8	Jan. & July.	New York.	1900	60	Buffalo, New York & Phila.:							
Atlantic and Great Western:							1st Mortgage.....	2,290,000	6*	Jan. & July.	New York.	1896	...	
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	...	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1896	...	
2d Mortgage (gold).....	10,173,079	7*	March & Sept.	"	1902	...	Burlington, Cedar Rapids & Minn.:							
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	...	1st Mortgage, stg. skg. fund.....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	40	
Atlantic and Gulf:							1st Mort. (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	"	1902	...	
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	...	Burlington and Missouri River:							
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	...	Land and R. R. Mortgage.....	4,660,250	7	April & Oct.	N. Y. & Bost.	1893	109	
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	...	Stock Bonds pref. 3d Ien.....	322,500	8	Jan. & July.	Boston.	1878	...	
Atlantic and Lake Erie:							Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1879	106	
1st Mort. (gold) for \$5,000,000.....							Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106	
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	409,500	8	"	"	1899	...	
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	...	Burlington and Mo. Riv. in Neb.:							
2d Mort. to State (no int. till '80).....	4,000,000	...	"	"	"	...	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	102	
Atlantic and Pacific:							Bonds convertible until 1882.....	600,000	8	"	"	1893	92	
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	...	Burlington and Southwestern:							
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	...	1st Mortgage (\$20,000 per mile).....	1,800,000	8	May & Nov.	Boston.	1891	...	
1st Mort. (Iso. Pac. R.R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61	Cairo and Fulton (Arkansas):							
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	...	1st Mort. (R.R. and lands) S.F.:	8,000,000	7*	Jan. & July.	New York.	1891	...	
1st Mort. (Central Div.) L. G.	794,000	6*	"	"	1901	...	Cairo and St. Louis (3 ft. gauge):	2,500,000	7	April & Oct.	New York.	1901	...	
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	...	1st Mortgage.....							
Income Bonds (for funding).....	529,600	6*	"	"	1883	...	Cairo and Vincennes:							
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	...	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	...	
Atlantic and St. Lawrence:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	...	
Sterling bonds (not Mort. of 1863).....	484,000	6*	May & Nov.	L.	1878	...	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	...	
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	"	1884	...	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1890	...	
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	...	First Income bonds.....	1,000,000	10*	...				
Portland City Bonds, 1st M., a. f.	787,000	6	"	"	1896	...	2d Income, or double track bds.....	1,600,000	6*	...				
Bald Eagle Valley:							Camden and Amboy:							
1st Mortgage.....	384,000	6	Jan. & July.	Philadelphia.	1881	...	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103	
2d Mortgage.....	100,000	7	"	"	1884	...	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	105	
Baltimore and Ohio:							Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	107	
Loan of 1860-'80.....	579,500	6	Jan. & July.	Baltimore.	1890	105	Sterling Loan, S. F. (\$262,000).....	1,284,000	6*	Feb. & Aug.	London.	1890	...	
Loan of 1853-'55.....	1,710,000	6	April & Oct.	"	1885	...	Camden and Atlantic:							
Loan of 1856-'95 (Balt.) skg fd.	3,253,026	6	Jan. & July.	"	1890	...	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1883	113	
Loan of 1870-'95 (stg.) skg fund.....	3,336,956	6*	March & Sept.	London.	1895	...	2d Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1879	100	
Loan of 1872-1902 (stg.) S. F.	9,198,852	6*	"	"	1902	...	1st Mortgage.....	500,000	7	"	Camden.	...	95	
Loan of 1874-1910 (stg.) S. F.	9,576,000	6*	May & Nov.	"	1910	...	2d Mortgage.....	500,000	7	"	Camden.	...	95	
Baltimore and Potomac:							Camden and Burlington County:							
1st Mort. (funnel) gold guar.....	1,600,000	6*	Jan. & July.	Baltimore.	1911	...	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	99	
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	April & Oct.	"	1911	...	Canada Southern:							
Bangor and Piscataqua:							1st Mort. (skg fd) d' for \$9,000,000.....	9,000,000	7*	Jan. & July.	New York.	1906	85	
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1890	...	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1901	...	
1st Mort. (Bangor loan) extens'n:	120,000	7	"	"	1901	...	Cape May and Millville:							
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	...	95	
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	...	1st Mortgage.....	200,000	7*	Jan. & July.	Camden.	...	95	
Bedford and Bridgeport:							2d Mortgage.....	200,000	7*	Jan. & July.	Camden.	...	95	
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	...	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.</td			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.						
		Rate	When.	Where.			Rate	When.	Where.				
Cleveland and Pittsburg (Pa. Co.): Construction and Equip. bonds.....	\$ 600,000	7	Jan. and July	New York	1913	...	Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.).....	2,030,000	8	May and Nov.	New York	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	102	Detroit, Eel River and Illinois: 1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York	1891	...
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1906	110	Detroit, Hillsdale and Indiana: 1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1890	...
Clev., Painesville & Ashtabula: 3d Mortgage (ass'd by LS&MS.).....	1,000,000	7	Jan. & July.	New York	1880	106	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	...
3d Mortgage (" " ").....	1,000,000	7	April & Oct.	"	1892	107	Detroit, Lansing and Lake Mich.: 1st Mortgage.....	3,219,000	8	April & Oct.	Boston	1866	...
Cleveland and Toledo: 1st Mort., s.f. (ass'd by LS&MS.).....	1,595,000	7	Jan. & July.	New York	1885	110	1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1871	...
2d Mortgage (" " ").....	860,000	7	April & Oct.	"	1886	105	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1868	44
Colebrookdale: 1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia	1898	50	1st Mort. (Ionia and Lansing).....	770,000	8	Jan. & July.	New York	1889	...
Colorado Central (3 ft. gauge): 1st Mortgage.....	225,000	8*	June & Dec.	Boston	1890	...	2d Mort. (" " ").....	81,000	8	May & Nov.	"	1880	...
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York	1908	41	Detroit & Milwaukee (G.W. of Ca.): 1st Mortgage (D. & M. R. y.).....	2,500,000	7	May & Nov.	New York	1875	...
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	10	2d Mortgage (" " ").....	1,000,000	8	"	"	1875	...
Income convertible.....	3,893,000	7	"	"	1890	...	1st Funded Coup. (D. & M. R. R.).....	625,924	7	Jan. & July.	"	1875	...
1st Mort. (Chic. and Gt. Eastern).....	461,000	7	April & Oct.	"	193-95	65	2d Funded Coup. (" " ").....	375,734	7	May & Nov.	"	1875	...
2d Mort. (" " ").....	344,400	7	Jan. & July.	"	1890	...	1st Mort. (Detr. & Pontiac R. R.).....	150,000	7	April & Oct.	"	1878	...
1st Mort. (Cin. and Chi. Air-L.).....	194,100	7	Feb. & Aug.	"	1890	...	2d Mort. (" " ").....	100,000	7	Jan. & July.	"	1878	...
1st M., s.f. (" " ").....	39,850	7	May & Nov.	"	1886	...	3d Mort. (" " ").....	250,000	8	Feb. & Aug.	"	1866	...
1st Mort. (Col. and Ind. Cent.).....	2,632,000	7	Jan. & July.	"	1904	...	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1866	...
2d Mort. (" " ").....	821,000	10	May & Nov.	"	1904	...	Bonds of June 30, 1866.....	1,702,317	6*	Jan. & July.	"	1866	...
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	"	1883	...	Detroit, Mon. & Tol. (L.S. & M. S.): 1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York	1876	13
2d Mortgage (Ind. Central).....	665,500	7	"	"	1882	...	Dixon, Peoria and Hannibal: 1st Mortgage.....	758,000	8	Jan. & July.	New York	1889	101
1st Mort. (Tol. & Logansp't & Bur.).....	554,500	7	Feb. & Aug.	"	1884	...	1st Mort., guar. by C. B. and Q. Dubuque and Sioux City: 1st Mortgage tax free.....	882,000	7	Jan. & July.	New York	1883	151
Income (" " ").....	74,024	7	"	"	1885	...	Dubuque Southwestern: 1st Mortgage.....	450,000	7	April & Oct.	New York	1883	...
1st Mort. (Union & Logansport).....	815,000	7	April & Oct.	"	1905	...	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	...
Columbus, Springfield and Cin.: 1st M. (assumed by Cin., S. & O.).....	1,000,000	7	March & Sept.	New York	1901	...	Dunkirk, Allegheny Val. & Pittab.: 1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York	1900	...
Columbus and Hocking Valley: 1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York	1897	...	Dutchess and Columbia: 1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York	1908	...
1st M. on Branch & 2d on main).....	200,000	7	Jan. & July.	"	1880	...	East Alabama and Cincinnati: 1st Mort. endorsed by Alabama: 1st Brandwine & Waynesboro: 1st Mortgage.....	400,000	8	Jan. & July.	"	1890	...
General Mortgage.....	634,000	7	"	"	1892	...	East Brandwine & Waynesboro: 1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia	1885	...
Columbus and Xenia: 1st Mortgage, guar. by L. M. R. R. Connecticut and Passumpsic Rv.: New Mortgage for \$1,500,000.....	302,000	7	March & Sept.	New York	1890	...	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia	1888	103
Connecticut and Passumpsic Rv.: 1st Mortgage.....	376,500	7	April & Oct.	Boston	1893	95	East Tennessee, Virginia & Ga.: 1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York	1900	83
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	1878	98	2d Mortgage.....	196,000	4	"	"	182-87	...
Coupon Notes.....	607,500	7	"	"	176-91	97	Endorsed Bonds (East T. & Va.):	147,000	6	May & Nov.	"	1886	...
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1876	96	Endorsed Bonds (East T. & Ga.):	92,000	6	Jan. and July.	"	1886	...
Connecticut River: 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston	1878	...	Company Bonds (E.T. & Ga., old).....	635,000	6	"	"	180-85	...
Connecticut Valley: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1901	...	Company Bonds (" new).....	135,400	6	"	"	1876	...
Connecticut Western: 1st Mortgage tax free.....	2,074,000	7	Jan. & July.	N. Y. & Bost.	1900	...	Eastern (Mass.): 1st Mort. (Essex R. R.) assumed.....	194,400	6	Jan. & July.	Boston	1876	61
Connecting (Philadelphia): 1st Mort. ABCD & B\$200,000 each	991,000	6	March & Sept.	Philadelphia	1.2-3.4	102	1st Mort., loan for \$3,500,000	196,000	6	April & Oct.	"	1886	...
Cooperstown and Susq. Valley: 1st Mortgage.....	300,000	7	"	"	1887	...	Loan of 1865.....	160,000	6	May & Nov.	"	1887	...
Cowanesque Valley: 1st Mortgage, gold.....	100,000	7	March & Sept.	New York	1889	...	Loan of 1867.....	956,000	7	March & Sept.	"	1887	53
2d Mortgage.....	95,000	7	Jan. & July.	New York	1902	...	Loan of 1868.....	1,000,000	6	March & Sept.	"	1889	...
Cumberland & Penn. (Consol. Coal): 1st Mortgage.....	100,000	7	May & Nov.	"	1882	...	Loan of 1869.....	500,000	6	May & Nov.	"	1889	...
2d Mortgage, sinking fund.....	81,800	6	May & Nov.	"	1888	...	Ten year coupon notes.....	1,163,000	7	"	"	1882	49
Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia	1904	...	Ten year coupon notes.....	2,112,500	7	"	"	1882	39
2d Mortgage.....	109,500	8	"	"	1908	...	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	47
Plain bonds.....	81,800	6	"	"	1884	...	Sterling Sink. Fd. Bonds.....	2,878,048	6*	March & Sept.	London	1898	...
Danbury and Norwalk: Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York	1880	...	Eastern Shore (Md.): 1st Mort.	400,000	6	Jan. & July.	Philadelphia	1880	...
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	...	2d Mort.	200,000	6	April & Oct.	"	1886	...
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	...	Elizabethtown and Paducah: 1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York	1900	...
Danv., Hazleton & Wilkesbarre: 1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia	1887	40	Elmira and Williamsport (N. Cen.): 1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia	1880	104
2d Mortgage.....	300,000	7	"	"	1885	...	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1882	61
Davenport and St. Paul: 1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York	1909	...	Erie Railway: 1st Mort., extended.....	2,483,000	7	May & Nov.	New York	1897	114
Dayton and Michigan (C. H. & D.): 1st Mortgage sinking fund guar.....	1,855,000	7	Jan. & July.	New York	1881	...	2d Mort.	2,174,000	7	March & Sept.	"	1879	102
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	...	3d Mort.	4,852,000	7	"	"	1883	101
3d Mortgage, guar.....	386,000	7	April & Oct.	"	1888	...	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	98
Toledo Depot bonds, guar.....	105,500	7	March & Sept.	"	1886-94	...	5th Mortgage convertible.....	1,705,000	7	June and Dec.	"	1891	100
Dayton and Union: 1st Mortgage, registered.....	140,000	7	March & Sept.	New York	1879	...	Buffalo Branch, 1st mortgage.....	182,500	7	Jan. & July.	London	1875	...
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	Sterling loan (\$1,000,000) convy.	4,580,000	6*	March & Sept.	NY & London	1920	...
Income Bonds.....	252,445	6	"	"	1879	...	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	June and Dec.	London	1884	...
Dayton and Western (L. M. R. R.): 1st Mortgage (assumed).....	142,000	7	March & Sept.	New York	1881	...	2d Consol. Mort. for \$40,000,000.	14,400,000	7	"	London	1903	...
1st Mortgage (" " ").....	495,000	6*	Jan. & July.	"	1905	...	Convertible bonds.....	10,000,000	7	J. A. and O.	London	1883	...
Decatur, Sullivan and Mattoon: 1st Mortgage.....	500,000	8	March & Sept.	New York	1901	...	Erie and Pittsburg (Penn.): 1st Mort.	292,200	7	Jan. & July.	New York	1882	...
Delaware (P. W. and Balt.): 1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia	1895	...	2d Mort.	92,800	7	April & Oct.	"	1890	...
1st Mortgage extension.....	100,000	6	"	"	1880	...	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1888	...
Delaware State Loan.....	170,000	6	"	"	1876	...	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	...
Delaware, Lackawanna & Western: 2d Mortgage.....	1,632,000	7	March & Sept.	New York	1881	108	European & N. American (Me.): 1st Mort., Bangor City Bond (1st m. 55 m.	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	...
Convertible Bonds.....	2,800,000	7	June & Dec.	"	1892	...	1st Mort., L.M. & 1st on 59, & 2d on 55m) New Mortgage for \$6,000,000....	2,000,000	6*	March & Sept.	"	1899	...
2d Mort. (Lack & Bloomsburg).....	500,000	7	Apr. and Oct.	"	1880	...	Evanaville and Terra Haute & Chi.: 1st Mort., gold.....	302,000	7	Jan. & July.	New York	1887	...
1st M. Ext. (" " ").....	400,000	7	March & Sept.	"	1885	...	1st Mort., (61 miles) skg. fund.....	636,000	7	May & Nov.	"	1887	...
2d M. Ext. (" " ").....	200,000	7	May & Nov.	"	1890	...	1st Mort. (109 m.)	147,000	7	Feb. & Aug.	"	1880	...
Denver & Boulder Val. (Den. Pac.): 1st Mortgage.....	550,000	7*	May & Nov.	Kansas City	1900	...	1st Mort., Rockville Extension.....	775,000	7*	May & Nov.	New York	1900	...
Denver Pacific: 1st Mortgage gold, land grant.....	2,493,000	7*	May & Nov.	New York	1899	...	Evanaville, Terra Haute & Chi.: 1st Mort., gold.....	200,000	7	Jan. & July.	Providence	1882	...
Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free.....	3,024,500	7*	May & Nov.	N.Y.L. & Ams.	1900	51	1st Mort., gold.....	500,000	7	April & Oct.	Boston	1894	112
Des Moines and Ft. Dodge: 1st Mortgage (coupon).....	2,400,000	8	Jan. & July.	New York	1904	...	Flint and Pere Marquette: 1st Mort., Land Grd. (3d series).....	2,210,000	8	March & Sept.	New York	1888	...
Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free.....	2,493,000	7*	May & Nov.	New York	1899	...	Flint & Holly S. F. (25,000 p.y.).....	425,000	10	May & Nov.	"	1888	...
1st Mort. gold, skg fund tax free.....	3,024,500	7*	May & Nov.	N.Y.L. & Ams.	1900	51	1st Mort., Bay C. & E. sag. guar. Bay County Bonds (guar.).....	75,000	10</td				

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
		When.	Where.	Due.				When.	Where.	Due.
Florida:					Huntingdon and Broad Top Mts.:					
1st Mortgage conv. gold.....	2,300,000	7* Jan. & July.	N. Y. & Lond.	1889	1st Mortgage gold.....	416,000	7* April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:					2d Mortgage.....	267,500	7* Feb. & Aug.	"	1875	106
1st Mort. (Flushing and N. Side.)	1,825,000	7 May & Nov.	New York	1901	Consolidated Mortgage.....	1,378,000	7* April & Oct.	"	1895	53
1st Mort. (Central of 4s.).....	1,275,000	7 " " "	" "	1889						
1st Mort. (Cent. R. & Exton.)	200,000	7 May and Nov.	" "	1903						
1st Mort. (North Shore).....	135,000	7 Feb. & Aug.	" "	1887						
Sterling Loan.....	1,500,000	6*	London	---						
Fonda, Johnstone & Gloversville:										
1st Mortgage.....	300,000	7 Jan. & July.	New York	1890						
Fort Wayne, Jackson & Saginaw:										
1st Mortgage, traffic guarantee.....	1,500,000	8 Jan. & July.	New York	1889						
2d Mortgage (Equipment).....	500,000	8 April & Oct.	" "	1881						
Fort Wayne, Muncey & Cin.:										
1st Mortgage.....	1,800,000	7* April & Oct.	Boston	1890						
2d Mortgage.....	500,000	8 " "	" "	1896						
Framingham and Lowell:										
1st Mortgage.....	500,000	7 April & Oct.	Boston	1890						
2d Mortgage.....	150,000	8 " "	" "	1883						
Frederick and Pennsylvania Line:										
1st Mortgage gold.....	150,000	6* April & Oct.	Baltimore	1901						
Fremont, M'kern & Mo. (SC&P):										
1st Mortgage.....	600,000	7 April & Oct.	-----	1901						
Galena & Chic. Union (C. & N. W.):										
1st Mortgage.....	1,692,000	7 Feb. & Aug.	New York	1882						
2d Mortgage.....	43,000	7 May & Nov.	" 106	1875						
Galv., Harrisburg & San Antonio:										
1st Mortgage.....	1,700,000	6* Feb. & Aug.	London or Bost.	1910						
Galveston, Houston & Henderson:										
1st Mortgage.....	1,493,000	7* Jan. & July.	New York	1890						
Geneva, Ithaca and Athens:										
1st Mortgage, skg. fd., guar.	600,000	7* Jan. and July.	New York	1890						
Georgia (and Banking):										
Company bonds (debentures).....	564,500	7 Jan. & July.	Augusta	75-'90						
Gilman, Clinton & Springfield:										
1st Mortgage gold.....	2,000,000	7 March & Sept.	N. Y. & Lond.	1900						
2d Mortgage gold.....	1,000,000	8* Jan. & July.	" "	1892						
Goshen and Deckertown (Erie):										
1st Mortgage.....	246,500	7 Jan. & July.	New York	1888						
Grand Rapids & Indiana:										
1st Mortgage L. G. guar. gold....	4,000,000	7* Jan. & July.	New York	1890						
1st Mort. L. G. not guar. gold....	3,224,000	7* April & Oct.	" "	1899						
Grand River Valley (Mich. C.):										
1st Mort., assumed by Lessees.....	1,000,000	8 Jan. & July.	New York	1886						
2d Mortgage, guar. by Lessees....	500,000	8 March & Sept.	" 85	1879						
Grand Trunk (Ca.):										
Equipment Bonds £500,000.....	2,500,000	6* April & Oct.	London	1877						
Equip't Bonds No. 2 £500,000	2,500,000	6* Jan. & July.	" 1920	---						
Postal & Military b'ds £1,200,000	6,000,000	6* Feb. & Aug.	Perp.	---						
1st Preference Bonds £3,218,149	18,090,745	5* Jan. & July.	Irred.	---						
2d Preference Bonds £2,327,808	11,639,040	4* " "	" "	---						
3d Preference Bonds £7,183,910	35,819,550	4* " "	" "	---						
Provincial Debentue's £2,111,500	15,557,500	-----	Ottawa	---						
Great Western of Canada:										
Mortgage Bonds £127,000.....	635,000	6 Jan. & July.	London	1876						
Mortg. Bonds £647,000.....	2,736,000	5* April & Oct.	" 77-'78	---						
New Bonds £1,000,000.....	5,000,000	6 June & Dec.	" "	1890						
Debenture Bonds £1,743,160.....	8,715,800	5 Jan. & July.	Perp.	---						
Great Western Railway of 1859:										
1st Mort., ass'd by T. W. & W.	2,500,000	7 Feb. & Aug.	New York	1888						
2d Mort., " "	2,500,000	7 May & Nov.	" 68	1893						
Green Bay and Minnesota:										
1st Mortgage.....	2,400,000	7* Feb. & Aug.	-----	1900						
Greenville and Columbia:										
1st Mortgage guar. by S. Car....	1,426,546	7 Jan. & July.	Columbia	'81-'86						
1st Mortgage not guaranteed....	376,766	7 " "	" '81-'86	---						
Greenwich and Johnsonville:										
1st Mortgage.....	185,000	7 May & Nov.	New York	1889						
Gulf, Western Texas and Pacific:										
1st Mortgage (Construction).....	1,386,000	7* Jan. & July.	-----	1902						
Hannibal and Naples (T. W. & W.):										
1st Mortgage.....	675,000	7 May & Nov.	New York	1898	36					
2d Mortgage.....	125,000	7 Jan. & July.	" 1900	---						
Hannibal & Cent. Mo. (T. W. & W.):										
1st Mortgage, tax free.....	1,000,000	7 May & Nov.	New York	1890	85					
2d Mortgage.....	250,000	7 " "	" 1902	75						
Hannibal and St. Joseph:										
Missouri State Loan.....	1,500,000	6 Jan. & July.	New York	'77-'84	108					
Missouri State Loan.....	1,500,000	6 " "	" 1885	'87-'88	108					
Fifteen year's bonds (27 m.)....	3,798,000	8 March & Sept.	" 1885	81						
1st Mort. (Q. & Palm. R. R. 15 m.)	500,000	8 Feb. & Aug.	" 1892	---						
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10 Jan. & July.	" 1886	92						
General Land Mortgage (27 m.)	642,000	7 April & Oct.	" 1888	106						
Harlem Extension:										
1st Mortgage.....	4,000,000	7 Jan. & July.	New York	1890	..					
Harrisburg and Lancaster:										
1st Mortgage, guar. by Pa. R. R.	700,000	6 Jan. & July.	Philadelphia	1883	101					
Hartford, Providence and Fishkill:										
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7 Jan. & July.	Providence	1876	---					
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7 " "	Hartford	1876	---					
Holly, Wayne & Monroe (F&P.M.):										
1st Mortgage guar., tax free....	1,000,000	8 Jan. & July.	New York	1901	---					
Holyoke and Westfield:										
1st Mortgage.....	200,000	7 April & Oct.	Boston	1891	---					
Houston:										
1st Mortgage sinking fund.....	191,000	7 Jan. & July.	Brpt. & Bost.	1877	---					
2d Mortgage.....	100,000	7 Feb. & Aug.	New York	1885	---					
Equipment Bonds.....	100,000	6 April & Oct.	Brpt. & Best.	1889	---					
Houston and Texas Central:										
1st Mortgage L. G. skg fund, gold.	7,479,000	7* Jan. & July.	New York	1881	---					
1st Mortgage (Western Div.).....	2,500,000	7* " "	" 1883	---						
Consolidated Mortgage.....	2,700,000	8 April & Oct.	" 1912	---						
Madison River (N. Y. Cen. & H. R.):										
1st Mortgage sinking fund.....	1,104,000	7 June & Dec.	New York	1885	112					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Price.	
			When.	Where.					When.	Where.		
Kansas Pacific:	\$											
1st Mort. (1st Div. 140 m.) gold..	2,240,000	8* Feb. & Aug.	N. Y. & St. L.	1895		Louisville, Cincinnati and Lexington:			6 Jan. & July.	New York.	Perp.	
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	8* June & Dec.	"	1896		Bonds to State of Kentucky..	74,519	8	"	"	1897	
1st M. (3d D. 244.66 m. & 3,000,000a)	6,411,000	7* May & Nov.	N. Y. L. & F.	1899		1st Mortgage for Cincinnati Br.	8,000,000	7	"	"	1900	
1st Mort. (1,000,000 acres).....	187,000	7 March & Sept.	N. Y. & St. L.	71-76		2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1881	
1st Mort. (2,000,000 acres)gold..	1,722,250	7* Jan. & July.	N. Y., L. & F.	1880		Louisville Loan.....	100,000	6	Jan. & July.	"	1881	
2d Mort. (") gold..	1,500,000	7* March & Sept.	"	1896		1st Mort. (Louisville & Frankl't)	39,000	6	"	"	1881	
1st Mort. (Leavenworth Branch)	600,000	7 May & Nov.	N. Y. & St. L.	1896		1st Mort. (Louis, Cln. and Lex.)	21,000	8	April & Oct.	"	1902	
2d Mortgage (Gov't Subsidy).....	6,303,000	6 Jan. & July.	U. S. Treas.	95-97		1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	1881	
3d Mortgage (Income).....	4,275,350	7 March & Sept.	N. Y., L. & F.	1916		Louisville and Nashville:						
Kent County (Del.)						Ten Year Mortgage Gold bonds	2,000,000	7* May & Nov.	New York.	1883	...	
1st Mortgage for \$600,000.....	400,000	6 Jan. & July.	Philadelphia.	1880		Mort. main office lot & building	80,000	7	"	Louisville.	1883	...
Kentucky Central:						1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880-85	...
2d Mort. (Covington & Lexington)	844,000	7 March & Sept.	New York.	1883		1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	...
3d Mortgage.....	237,000	7 June & Dec.	"	1885		1st Mort. (Mem. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1892	...
Keokuk and Des Moines:						Consol. M. for \$8,000,000(392 m.)	7,109,000	7	April & Oct.	"	1898	92
1st Mortgage.....	1,947,000	7 April & Oct.	New York.	1904		Louisville Loan.....	849,000	6	"	"	1886	...
Funded Interest.....	254,300	8 " "	"	1884		Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	Louisville.	1886	...
Keokuk and St. Paul (C.B. & Q.):						Louis. N. Al. & St. L. O. Air-Line	333,000	6	April & Oct.	"	1893	...
1st Mortgage traffic guar.....	864,000	8 April & Oct.	Boston.	1879		1st Mortgage gold, \$25,000 p. m.	2,875,000	7* Jan. & July.	New York.	1892	...	
La Crosse, Trempealeau & Prescott:						Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10 April & Oct.	New York.	1877		1st Mort. end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	...
Laf., Blooming & Miss. (T.W. & W.):						1st Mortgage not endorsed.	100,000	7	"	"	1887	...
1st Mortgage gold guar.....	1,300,000	7 Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R. R.	370,000	7	"	"	1879	...
Laf., Muncie & Bloom. (T.W. & W.):						Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7 Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	...
Lake Erie and Louisville:						1st Mort. " "	600,000	7	May & Nov.	"	1900	...
1st Mortgage	1,092,000	7 April & Oct.	New York.	1892	...	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	...
2d Mortgage.....	590,000	7 Jan. & July.	"	1903	...	Equipment Mortgage.....	150,000	7	"	"	1879	...
Lake Ontario Shore:						Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7 Jan. & July.	New York.	1897	...	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	...
Lake Shore & Michigan South'n:						Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7 April & Oct.	New York.	1879	...	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort. S.F., Regist'd.	6,115,000	7 J. A. J. & O.	"	1900	105	\$1,100,000 Loan, tax free.	756,800	6	Jan. & July.	"	1898	91
Consol. Mort. S.F., Coupon.....						Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	...
2d Consol. Mort. for \$25,000,000	8,471,000	7 Jan. & July.	"	1903	100	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	...
Bonds of 1882 (Reg. & Coupon)	3,529,000	7 April & Oct.	"	1882	...	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	190-191	96
Lake Shore Dividend Bonds....	1,442,000	7 " "	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	...
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7 Jan. & July.	"	1890	106	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	...
3d Mort. (")	1,000,000	7 April & Oct.	"	1892	107	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	...
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7 May & Nov.	"	1885	108	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	...
2d Mort. (")	2,682,306	7 " "	"	1877	102	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	...
1st Mort. (Cleveland & Toledo)	1,595,000	7 Jan. & July.	"	1885	110	Manfield & Framing (B.C. & F.):						
2d Mort. (")	849,000	7 April & Oct.	"	1886	104	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7 Jan. & July.	"	1882	...	Marietta and Cincinnati:						
Mort. Bonds (")	300,000	7 March & Sept.	"	1886	...	1st Mortgage, Sterling.....	1,050,000	7* Feb. & Aug.	London.	1891	...	
Mort. Bonds (")	2,850,000	7 April & Oct.	"	1898	105	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	110
1st M. (Det'l., Monroe & Toledo)	924,000	7 Feb. & Aug.	"	1876	103	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	89
1st M. (Kalamaz. & White Pigeon)	400,000	7 Jan. & July.	"	1890	87	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	57
1st M. (School. & Three Rivers)	100,000	8 " "	"	1887	...	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	...
1st M. (Kal. & Allegan & Gr. Rap.)	100,000	8 " "	"	1887	...	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	...
1st M. (Jamesstown & Franklin)	443,000	7 " "	"	1888	var	Marietta, Pittsburg & Cleveland:						
2d M. (")	500,000	7 June & Dec.	"	1894	...	1st Mortgage gold.....	1,500,000	7* Feb. & Aug.	New York.	1895	...	
Lake Shore & Tuscarawas Valley:						Marquette, Houghton & Ontonagon:						
1st Mortgage gold.....	2,000,000	7 April & Oct.	Cleveland, O.	1901	...	1st Mort. (Marq. & Ont.)	1,700,000	8	Jun. & Dec.	New York.	1892	...
2d Mortgage for \$1,000,000.....	696,000	7 " "	"	1892	...	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	...
Elyria and Black Riv. b'ds ass'd	180,000	7 May & Nov.	"	1892	...	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	192-193	...
Lake Superior & Mississippi:						Mississippi Valley (C. & P. R.):						
1st Mort. skg fund gold tax free.	4,500,000	7 Jan. & July.	N. Y. Bost. Ph.	1896	20	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
2d Mort. gold tax free and conv.	2,200,000	7 April & Oct.	"	1900	...	1st Mort. (Maryland & Delaware):						
Income Bonds.....	3,200,000	10 " "	"	1902	...	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Lawrence (P. Ft. W. & Chi.):						2d Mortgage.....	150,000	6	June & Dec.	"	1889	...
1st Mortgage, guaranteed.....	355,000	7 Feb. & Aug.	New York.	1895	...	Massillon & Cleve. (C.M. V. & D.):						
Leavenworth, Atch. & N. West'n:						1st Mortgage guaranteed, gold.....	100,000	7*	Jan. & July.	New York.	1890	...
1st Mort. guar. by Pac. of Mo.	500,000	7 April & Oct.	New York.	1899	...	Maysville and Lexington:						
Leaven., Lawrence & Galveston:						1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
1st Mort. skg fund conv., gold..	5,000,000	10 Jan. & July.	N. Y. & Bost.	1899	214	Memphis and Charleston:						
1st Mort. (K. O. & San. Fe.) guar.	720,000	10 May & Nov.	Boston.	1890	...	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...
1st Mort. (Southern Kan.) guar.	160,000	8 June & Dec.	"	1891	...	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	...
Lehigh and Lackawanna:						Tennessee State Loan.....	1,814,142	6	"	"	"	
1st Mort. tax free.....	300,000	7 Feb. & Aug.	Philadelphia.	1897	...	Income Bonds.....	600,000	10	March & Sept.	"	192-193	...
Lehigh Valley:						Memphis and Little Rock:						
1st Mort. (new loan).....	5,000,000	6 June & Dec.	Philadelphia.	1898	108	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	...
1st Mort. (") regres.	6 " "	"	"	1898	109	2d Mortgage.....	1,000,000	8	"	"	"	...
2d Mortgage for \$6,000,000	6,000,000	7 March & Sept.	"	1910	1134	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000.	5,000,000	6* June & Dec.	"	1923	100	1st Mort. (South Bend Div.) assud	200,000	8	May and Nov.	New York.	1890	...
General Mort., registered.....						Michigan Central:						
Lewisburg, Centre & Spruce C. (P. & B.):						1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	...
1st Mortgage.....	1,545,000	7 May & Nov.	Philadelphia.	1902	...	1st Mortgage, sinking fund conv.	1,508,000	8	"	"	1882	112
Lexington & St. Louis (A. & P.):						1st Mortgage.....	8,000,000	7	May & Nov.	New York.	1902	102
1st Mortgage gold.....	1,000,000	6 June & Dec.	New York.	1899	...	1st Mort. (Mich. Air Line) assud	1,900,000	8	Jan. & July.	"	1890	84
Little Miami:						Equipment Bonds for \$800,000.	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	...
1st Mortgage.....	1,400,000	6 May & Nov.	New York.	1883	...	Michigan Lake Shore:						
Street Connection Bonds....	525,000	6 Jan. & July.	Cincinnati.	1894	...	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	...
Cincinnati Loan.....	100,000	6 May & Nov.	"	1890	...	Mich. So. and North'n Indiana:						
Little Rock and Fort Smith:						1st Mort. assum'd by L.S. & M.S.	5,255,000	7	May & Nov.	New York.	1885	108
1st Mort. gold.....	3,500,000	6 Jan. & July.	N. Y. & Bost.	1900	...	2d Mort. " "	2,682,000	7	"	"	1877	102
Land Grant sinking fund.....	3,780,000	7 April & Oct.	"	1905	59	Middletown, Unionv. & W. Gap:						
Little Rock, Pine Bl. & N. Orleans:						1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	...
1st Mort.	750,000	7 Apr. and Oct.	New York.	1900	4	Midland of Canada:						
Little Schuylkill (Phila. &												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Minneapolis & St. L. (Nor. Pacific) 1st Mortgage gold, guaranteed..	\$ 700,000	7* Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.) 1st Mortgage.	\$ 3,000,000	8 Jan. & July.	New York.	1886	....
Minnesota and North Western: 1st Mort. gold, skg fd & tax free	20,000pm	7* Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000....	1,500,000	8 April & Oct.	" "	1890	....
Mississippi Cent. (N.O. St. L. & Chi.): 1st Mortgage.....	1,012,500	7 May & Nov.	New York.	74-84	....	Consol. Mort. for \$8,000,000....	3,000,000	7* Jan. & July.	" "	1912	....
2d Mortgage.....	2,000,000	8 Feb. & Aug.	" "	1886	....	New Orleans, Mobile and Texas: 1st Mort. (Mobile to N. Orleans)	4,000,000	7* Jan. & July.	N. Y. & Lond.	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7 May & Nov.	" "	1912	....	1st Mort. (N. Orleans to Texas)	7,250,000	8 " "	New York.	1915	....
Mississippi, Ouachita & Red Riv.: 1st Mortgage gold.....	2,040,000	7* Jan. & July.	" "	1900	....	2d Mort. endorsed by Louisiana:	2,825,000	8 " "	" "	1915	....
Mississippi and Tennessee: 1st Mortgage.....	600,000	7 April & Oct.	Memphis.	1876	....	New York, Boston and Montreal: 1st Mortgage for \$12,250,000....	6,617,500	7* Feb. & Aug.	N.Y. or Lond.	1903	....
Consolidated Mortgage.....	1,254,000	8 Jan. & July.	" "	81-93	....	New York & Canada (D. & H. C.): 1st Mort. for £300,000, guar....	4,000,000	6* May & Nov.	London.	1904	....
Tennessee State Loan.....	430,547	6	" "	"	....	New York Central & Hudson R.: Debt Certificates (N. Y. Cent.)	5,936,626	6 May & Nov.	New York.	1883	102
Mississippi Valley and Western: 1st Mortgage \$20,000 p. m.	600,000	7 Feb. & Aug.	New York.	1902	....	Bonds for debt assum'd (N.Y.C.)	1,514,000	7 Feb. & Aug.	" "	1876	102
Missouri, Iowa and Nebraska: 1st Mortgage gold, sinking fund.	2,000,000	7* June & Dec.	" "	1910	....	Bonds for B. & N. F. stk (	76,000	6 May & Nov.	" "	1883	100
Missouri, Kansas and Texas: 1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6* Jan. & July.	New York.	1899	....	Bonds for R.R. Stocks (	592,000	6 " "	" "	1883	100
1st Mort. (Tebu & Neosho) S.F.: 362,000	7* June & Dec.	" "	1903	....	Bonds for Real Estate (	166,000	6 " "	" "	1883	100	
Consol. Land Grant, skg fd gold	10,418,000	7* Feb. & Aug.	" "	1904	59	Bonds of 1854 renewed (	2,900,000	6 June & Dec.	" "	1887	106
Additional Consol. Mort.	2,500,000	7 " "	" "	1905	....	2d Mort. (Hudson River) S. F.	1,894,000	7 " "	" "	1885	112
Further Add. Consol. Mort.	600,000	7 " "	" "	1906	....	Bonds of 1871, tax free.....	1,950,000	7 April & Oct.	" "	1891	100
Missouri River, Fl. Scott & Gulf: 1st Mortgage, Land Grant, S. F.	5,000,000	10 Jan. & July.	New York.	1889	55	1st Mort. coup. for \$30,000,000....	18,465,000	7 Jan. & July.	" "	1903	120	
2d Mortgage.....	2,000,000	10 April & Oct.	N. Y. & Boat.	1890	....	1st Mort. reg'd for £2,000,000....	7	7 " "	" "	1903	....
Mobile and Girard: 1st Mortgage.....	377,500	7 Jan. & July.	Savannah.	1876	....	1st Mort. Sterling for £2,000,000....	9,733,333	6* " "	London.	1903	....
2d Mortgage.....	300,000	8 " "	New York.	1889	....	New York and Harlem: Consolidated Mortgage of 1863.	103,000	6 Feb. & Aug.	New York.	1893	....
Plain bonds.....	33,500	8 " "	Savannah.	1887	....	Sinking Fund Mortgage of 1861.	108,444	7 Jan. & July.	" "	1881	....
Mobile and Montgomery: 1st Mort. endor. by State of Ala.	2,434,000	8* May & Nov.	New York.	1900	....	Consol. Mort. of 1872, coupon....	10,500,000	7 May & Nov.	" "	1900	118
2d Mortgage.....	800,000	8 " "	" "	1900	....	Consol. Mort. of 1872, reg'd....	7	7 " "	" "	1900	117
Mobile and Ohio: 1st Mortgage Sterling.....	5,886,000	6* May & Nov.	Mob. & Lond.	1883	....	1st Mortgage.....	249,000	7* April & Oct.	New York.	1902	....
Interest bonds.....	1,524,300	8 " "	Mobile.	176-83	....	1st Mort. for \$4,000,000....	2,500,000	7* Jan. & July.	New York.	1902	....
Sterling Interest bonds.....	769,920	6* " "	London.	1883	New York, N. Haven & Hartford: 1st Mort. (Harlem & Portchester)	1,000,000	7	New York.	1903
Tennessee Substitution Bonds: Special Mort. (Gainesville Br'g)	1,888,000	7* Jan. & July.	N.Y. & Lond.	1901	....	New York and Oswego Midland: 1st Mortgage gold, tax free....	8,000,000	7* Jan. & July.	New York.	1894	....
2d Mortgage.....	53,000	8 May & Nov.	Mobile.	....	2d Mortgage convertible....	2,500,000	7 May & Nov.	" "	1895	....	
Consol. Mort. for \$15,000,000....	1,453,886	8 March.	" "	1877	....	3d Mort. Equipment....	1,500,000	7 " "	" "	1896	....
Convertible 9 per cent. bonds....	977,550	7 Jan. & July.	N.Y. & Lond.	1904	....	1st Mort. (West. Extension)....	3,800,000	7 " "	" "	....	....
Montcalm (N. Y. and O. Mid.): 1st Mortgage gold, guar....	1,800,000	7* March & Sept.	New York.	....	Consolidated Mortgage....	2,425,000	7 " "	" "	....	....
2d Mortgage.....	780,000	7 " "	" "	....	New York, Providence & Boston: 1st Mortgage....	1,200,000	7 " "	" "	....	....
Income Mortgage.....	888,400	7 " "	" "	....	1st Mortgage....	76,000	6 Feb. & Aug.	New York.	1878	....	
Montgomery and Erie (Erie): 1st Mortgage.....	127,000	7 May & Nov.	New York.	1888	....	Improvement Bonds....	100,000	7 Jan. & July.	" "	1876	....
2d ".....	47,000	7 April & Oct.	" "	1887	....	Extension Bonds....	250,000	6 May & Nov.	" "	78-81	....
Montgomery and Eufaula: 1st Mortgage end. by Ala. gold....	1,040,000	8* March & Sept.	New York.	1886	....	General Mort. for \$1,000,000....	837,000	7 Jan. & July.	" "	1899	....
1st Mortgage not endorsed....	330,000	8 June and Dec.	" "	1900	....	Norfolk & Petersburg (A.M. & O.): 1st Mortgage....	306,000	8 Jan. & July.	New York.	1877	....
Monticello and Port Jervis: 1st Mortgage gold, tax free....	500,000	7* J. A. J. & O.	New York.	1890	....	1st Mortgage....	157,000	7 " "	" "	1877	....
Morris and Essex (D. L. & W.): 1st Mortgage sinking fund, guar....	5,000,000	7 May & Nov.	New York.	1914	116	2d Mortgage....	458,000	8 " "	Norfolk.	1893	....
2d Mortgage guar....	8,000,000	7 Feb. & Aug.	" "	1891	107	North Carolina: 1st Mortgage....	375,000	8 May & Nov.	Co's Shops, NC.	1878	....
Convertible bonds.....	384,000	7 Jan. & July.	" "	1900	101	1st Mortgage....	820,000	8 March & Sept.	Charleston.	1899	....
Construction bonds.....	573,000	7 Feb. and Aug.	" "	1889	103	2d Mortgage....	226,600	8 " "	" "	1899	....
Gen'l M. (1st on Boonton Br.) gr....	4,821,000	7 April & Oct.	" "	1901	102	North Missouri (St. L. K. C. & N.): 1st Mortgage....	3,000,000	7 Jan. & July.	New York.	1895	97	
Special Mortgage....	1,029,000	7 " "	" "	1881	....	North Pennsylvania: 1st Mortgage....	1,930,500	6 Jan. & July.	Philadelphia.	1885	107
Consol. mort. for \$25,000,000 guar....	3,000,000	7 June & Dec.	" "	1915	101	2d Mortgage....	1,500,000	7 May & Nov.	" "	1896	107	
Nashville, Chattanooga & St. Louis: 1st Mort., endorsed by Tenn....	1,100,000	6 Jan. & July.	New York.	74-83	....	Chattel Mortgage....	360,000	10 April & Oct.	" "	1877	103
2d Mort. (Held by U. S. Gov....	1,000,000	4 " "	" "	81-91	....	General Mortgage....	2,035,000	7 Jan. & July.	" "	1903	107
New Mortgage.....	4,700,000	7 " "	" "	1913	....	North Shore (Flush, N.S. & Cent): 1st Mortgage....	135,000	7 Feb. & Aug.	New York.	1887	....
Nashville and Decatur (L. & Nash): 1st Mortgage sinking fund, guar....	1,900,000	7 Jan. & July.	New York.	1900	89	1st Mortgage....	1,500,000	6 J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage gold.....	206,000	6* April & Oct.	Nashville.	1887	....	2d Mortgage S. F. Coupon....	1,490,000	6 Jan. & July.	Baltimore.	1884	105
Nashua and Lowell: Bonds for freight depot....	200,000	6* Feb. & Aug.	Boston.	1892	....	3d Mortgage Coupon....	1,126,000	6 April & Oct.	Phila. & Balt.	1900	101
Newark & New York (U. of N. J.): 1st Mortgage guar....	600,000	7 Jan. & July.	New York.	1891	....	3d Mort. (York & Cumb.) guar....	500,000	6 Jan. & July.	Baltimore.	1877	102
Newark, Somerset & Straitsville: 1st Mortgage gold.....	880,000	7* May & Nov.	New York.	1889	97	Income conv. coupon....	1,000,000	7 April & Oct.	Harrisburg.	1880	....
New Bedford: 1st Mort. (New Bed. & Taunton)....	171,500	6 Jan. & July.	Boston.	1881	98	Consol. Mort. coupon....	3,000,000	7 Jan. & July.	" "	1922	....
New Haven and Derby: 1st Mortgage....	525,000	7 Various.	New Haven.	98-100	....	Consol. Mort. registered....	2,599,000	6* April & Oct.	Baltimore.	1900	103
New H., Middlet'n & Williman: 1st Mortgage (coup. & reg.)....	3,000,000	7 May & Nov.	New York.	1889	....	Consol. General Mort. S. F.	205,000	6* Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage....	2,000,000	7 " "	" "	1881	....	1st Mortgage skg fd guar....	2,964,000	6* Jan. & July.	" "	....	....
New Haven and Northampton: 1st Mortgage....	1,000,000	7 Jan. & July.	N. Y. & N. H.	1890	....	1st Mort. on R.R. & lands gold....	400,000	7 Jan. & July.	Jersey City.	1878	....
Convertible bonds, tax free....	750,000	6 April & Oct.	" "	1880-82	....	1st Mort. on R.R. & lands gold....	30,097,600	7* Jan. & July.	New York.	1900	14
Holyoke and Westfield bonds....	200,000	7 " "	" "	1891	....	3d Mort. assumed by B. and O.	140,000	6 Jan. & July.	Baltimore.	1885	97
New Jersey Midland (N.Y. & O.M.): 1st Mortgage gold, guar....	3,000,000	7* Feb. & Aug.	New York.	1895	....	Northwestern Virginia: 1st Mortgage....	3,500,000	7* " "	New York.	....	....
2d Mortgage....	1,500,000	7 " "	" "	1881	....	1st Mort. (York & Worcester) B. & H. E.	400,000	6* Jan. & July.	Boston.	1877	....
New Jersey and New York: 1st Mortgage....	500,000	7* March & Sept.	N.Y. or Lond.	1893	....	1st Mort. Mass. Loan, skg. fd....	150,000	7 " "	" "	1877	....
New Jersey Southern: 1st Mortgage....	2,000,000	7 May & Nov.	New York.	1889	20	Construction Bonds....	150,000	7 Jan. & July.	New York.	1890	....
1st Mort. (Tom's River Branch)....	120,000	6 April & Oct.	" "	1888	....	Nyack and Northern: 1st Mortgage....	150,000	7 Jan. & July.	New York.	1890	....
2d Mortgage....	1,000,000	7 March & Sept.	" "	1881	....	1st Mort. Lake Champlain: Equipment Mortgage....	300,000	8 Jan. & July.	Boston.	1878	95
Consol. Mort. for \$7,000,000....	5,303,000	7 April & Oct.	" "	1903	....	Equipment Mortgage....	200,000	8 " "	" "	1879	95
Income Mortgage....	750,000	7 " "	" "	1881	....	Sinking Fund Bonds....	468,000	8 March & Sept.	" "	1890	95
New Jersey West Line: 1st Mort. gold, for \$3,000,000....	3,000,000	7* May & Nov.	New York.	1903	....	Ohio and Mississippi: Consolidated Mort. Bonds....	3,067,000	7 Jan. & July.	New York.	1898	81
New London Northern (Cen. V.): 1st Mortgage....	30,000	6 April & Oct.	New York.	1885	....	Consolidated S. F. Mortgage....	3,478,000	7 " "	" "	1898	82
2d Mortgage....	30,000	7 June and Dec.	" "	1892	Consolidated Mort. Sterling....	112,000	7* " "	" "	London.	1898
Oil Creek and Allegheny River: 1st Mortgage (O. C. R. R.)....	3,000,000	7* May & Nov.	New York.	1890	....	2d Consol. Mort. S. F. Bonds....	3,864,000	7 April & Oct.	New York.	1911	46
1st Mort. (Warren & Franklin)....	1,500,000	7 Feb. & Aug.	" "	1882	Income and Funded Debt Bonds....	174,000	7 " "	" "	New York.	1882
1st Mort. (Union & Titusville)....	500,000	7 Jan. & July.	" "	1890	....	Debenture Sinking Fund Bonds....	140,000	7 May & Nov.	New York.	1883	....
2d Mortgage....	50,000	7 Feb. & Aug.	" "	1891	....	1st Mort. (Springfield Division)....	1,915,000	7 May & Nov.	" "	1905	80
Oil Creek and Allegheny River: 1st Mortgage (O. C. R. R.)....	580,000	7 April & Oct.	Philadelphia.	1896	....	2d Mort. (Springfield Division)....	580,000	7 April & Oct.	Philadelphia.	1896	76
1st Mort. (Warren & Franklin)....	1,500,000	7 Feb. & Aug.	" "	1882	....	1st Mort. (Union & Titusville)....	1,500,000	7 Jan. & July.	" "	1890	60
1st Mort. (Union & Titusville)....	500,000	7 Jan. & July.	" "	1890	....	2d Mort. (Union & Titusville)....	500,000	7 Jan. & July.	" "	1890	60
2d Mortgage....	50,000	7 Feb. & Aug.	" "	1891	....	Consolidated Mortgage....	1,100,000	7 Feb. & Aug.	" "	1896	65

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Old Colony:	\$						Philadelphia, Wilmington & Balt.	\$						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1896	1051	Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Balt.	1884	1014	
Plain Bonds	32,000	5	"	"	1884	991	Loan of 1866	161,000	6	April & Oct.	"	1876	1014	
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	1018	Loan of 1867	1,000,000	6	"	"	1887	1015	
New Bonds for \$3,000,000.	1,882,000	7	March & Sept.	"	1894	111	Loan of 1872	700,000	6	"	"	1892	1012	
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	1058	Loan of 1875	639,000	6	"	"	1900	1010	
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):							
1st Mort. Land Grant, Gold	16,000,000	7.3	Jan. & July.	New York.	1901	---	1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	---	
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):							
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.):	775,000	7	Jan. & July.	Philadelphia.	1890	---	
Orange, Alex. and Manassas— See Wash. C. Va. Mid. & Gt. So.							1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	52	
Oregon and California:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	824	
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	---		Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913	---	
Osage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888		1st Mortgage (Series A):	875,000	7	Jan. & July.	New York.	1912	1214	
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1913	---	
1st Mortgage	240,000	8	Jan. & July.	New York.	1891		1st Mortgage (Series C):	875,000	7	March & Sept.	"	1919	---	
Oswego and Rome (R. W. & O.):							1st Mortgage (Series D):	875,000	7	April & Oct.	"	1913	---	
1st Mortgage	500,000	7	May & Nov.	New York.	1916		1st Mortgage (Series E):	875,000	7	May & Nov.	"	1913	---	
Income Mortgage	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series F):	875,000	7	June & Dec.	"	1913	---	
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	115	
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885		2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	---	
Ottawa, Oswego & Fox River:							2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	---	
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series K):	860,000	7	April & Oct.	"	1913	---	
Owensboro' and Russellville:							2d Mortgage (Series L):	860,000	7	May & Nov.	"	1913	---	
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892		2d Mortgage (Series M):	860,000	7	June & Dec.	"	1913	---	
Pacific of Missouri (Atl. & Pac.):							3d Mortgage	2,000,000	7	April & Oct.	"	1912	102	
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	95	Construction bonds of Jan. 1, 1870	100,000	7	Jan. & July.	New York.	1887	---	
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	83	Equipment bonds	1,000,000	8	March & Sept.	"	1884	---	
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892		1st Mortgage	700,000	7	April & Oct.	New York.	1902	---	
St. Louis County Debt:	700,000	7	Monthly.	St. Louis.	1885		Pittsburg, Washington & Baltimore:							
Real Estate Bonds:	800,000	8	May & Nov.	New York.	1892		1st Mort. (Pittab. & Conn'lsville):	4,000,000	7	Jan. & July.	Baltimore.	1888	1041	
1st Mort. (Carondelet Branch):	500,000	6*	April & Oct.	"	1893		2d Mort. do. (Balt. Loan):	5,000,000	6	May & Nov.	Pittsburg.	1889	---	
1st Mort. (Leav. Atch. & N. W.):	500,000	7	"	"	1889		1st Mort. (Turtle Cr. Div. 104 m):	400,000	6	Feb. & Aug.	Baltimore.	1883	---	
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899		Real Estate Mortgage	100,000	6					
Paducah and Memphis:							Plymouth, Kankakee & Pacific:							
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902		1st Mortgage for \$3,800,000:	20,000 pm	7*	Jan. & July.	New York.	1901	---	
Panama:							Port Huron and Lake Michigan:							
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897		1st Mortgage gold, for \$1,800,000:	1,800,000	7	May & Nov.	New York.	1899	---	
Paris and Decatur:							1st Mort. gold, for \$1,800,000:	800,000	6*	Jan. & July.	Boston.	1900	---	
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892		1st Mort. (Maine Section) gold:	149,000	6*	May & Nov.	"	1901	504	
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,200,000:	1,200,000	6*	May & Nov.	N. Y. & Bost.	1901	46	
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878		1st Mortgage gold, for \$2,800,000:	250,000	6	Jan. & July.	Portland.	1883	---	
Pekin, Ill. & Decatur (T.W. & W.):							Portland and Rochester:							
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mort. (Portland Loan) skg Pd:	700,000	7	Jan. & July.	Boston.	1887	---	
Pemberton & Highgate (U. C. of N. J.):							1st Mort. (Portland) skg Pd:	100,000	7	April & Oct.	"	1887	---	
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland) equal lien:	100,000	7	Jan. & July.	"	1891	---	
Peninsular (Mich.) Railway:							2d Mort. (Portland Loan):	396,500	6	Mar. & Sept.	"			
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	---	Port Royal (S. C.):							
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	---	1st Mortgage gold, skg Pd:	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	---	
Pennsylvania:							1st Mort. gold, guar. by Ga. Co.:	1,000,000	7*	"	"	1890	---	
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	1071	1st Mort. gold, guar. by Ga. Co.:	514,000	7	June and Dec.	Boston.	1886	52	
General Mortgage	19,099,760	6	J. A. J. & O.	Philadelphia.	1910	1061	Portsmouth, Gt. Falls & Conway:							
General Mortgage, registered							1st Mort. guar. by Eastern R. R.:							
Consolidated Mortgage	29,250,000	6*	Jan. & July.	London.	1905	101	Poughkeepsie and Eastern:							
State lien for \$7,500,000, skg Pd	5,077,360	5	April & Oct.	Philadelphia.	75-90		1st Mort. gold, conv. & tax free:	644,500	7*	Jan. & July.	New York.	1910	---	
Pennsylvania Coal:							2d Mortgage:	78,000	7	"	"	1890	---	
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881		Providence and Worcester:							
Pennsylvania and Delaware:							1st Mortgage:	500,000	6	Jan. & July.	Providence.	1880	---	
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903		Stoughton Branch bonds:	1,000,000	6	"	"	1880	---	
2d Mortgage	519,000	7	April & Oct.	"	1903		1st Mortgage gold:	1,000,000	7*	May & Nov.	Philadelphia.	1882	---	
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:							
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	1111	1st Mortgage gold:	500,000	8	Feb. & Aug.	New York.	1892	---	
1st Mortgage guaranteed	1,500,000	7	"	"	1906		Quincy and Palmyra:							
Peoria & Bureau Val (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	"	1892	---	
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877		1st Mort. & Toledo (T. W. & W.):	500,000	7	May & Nov.	New York.	1890	60	
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1880	1051	
1st Mortgage, traffic guarantee	571,000	8	Jan. & July.	Boston.	1878		Reading and Columbia (P. & R.):	650,000	7	March & Sept.	New York.	1882	97	
Peoria, Pekin and Jacksonville:							1st Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	---	
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894		2d Mort.:	300,000	7	Jan. & July.	Troy.	1880	117	
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900		3d Mortgage:	150,000	7	"	"	1887	---	
Peirkomen (Phila. and Rdg):							1st Mort. (Saratoga & Whitehall):	400,000	7	March & Sept.	New York.	1886	---	
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897		1st Mort. (Troy, Salem & Rutl.):	600,000	7	May and Nov.	"	1890	---	
Petersburg:							1st Mort. (Glenn's Falls):	125,000	7	Jan. & July.	"	1894	---	
1st Mortgage (installments)	341,500	8	Jan. & July.	New York.	79-93		Consol. Mort. for \$2,000,000:	1,925,000	7	May and Nov.	"	1921	92	
2d Mortgage	500,000	8	"	"	1902		Richmond and Danville:							
Philadelphia and Baltimore Cent.:							Virginia State Loan, skg fund:	600,000	6	Jan. & July.	Richmond.	1890	---	
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879		Virginia State guar. bonds:	157,800	6	"	"	1875	---	
1st Mortgage (Md. Div. 91 m.):	300,000	6	"	"	1891		1st Mort. (Piedmont Branch):	500,000	8	"	"	1888	---	
2d Mortgage (Pa. & Md. 46 m.):	400,000	7	"	"	1900		1st Mort. (Northwestern, N. C.):	600,000	6.7	April & Oct.	N. Y. or Rich.	1890	70	
Philadelphia and Erie (Penn.):							Consolidated Mortgage:	1,736,000	6	May and Nov.	New York.	1880	---	
1st Mort. (Sunbury & Erie 40 m.)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	1024	Richmond, Fredericksburg & Potomac:							
1st Mortgage	5,000,000	6	"	"	1881	103	Sterling Loan:	87,771	6*	Jan. & July.	London.	1875	---	
2d Mortgage	3,000,000	7	Jan. & July.	Phil. or Lond.	1883	974	Dollar Loan:	175,428	7	"	"	Richmond.	1875	---
General Mort. for \$20,000,000.	7,852,000	6*	"	"	1880		Dollar Loan, Coupon:	295,500	8	"	"	"	1881	---
Philadelphia and Reading:							Dollar Loan:	124,439	6	various.	"	"	1875	---
Loan of 1868, debenture	1,138,400	6	Jan. & July.	Philadelphia.	1893	65	Richmond and Petersburg:							
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	"	"	1890	103	1st Mort. (Coup. and Register'd):	13,500	7	June & Dec.	Richmond.	1875	---	
Mortgage Loan of														

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Saginaw Valley and St. Louis:	\$					South Carolina:	\$				
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88
Saint Croix and Penobscot:						1st Mortgage (L.) currency.....	8,700	7	" "	New York.	'82-'88
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	2d Mort. for \$3,000,000.....	615,000	7	April & Oct.	" "	1902
2d Mort. (" ").....	17,500	6	" "	"	1879	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "	1891
St. Joseph & Denver City:						Domestic (K) Bonds.....	75,000	6	Jan. & July.	" "	'80-'92
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	South Georgia and Florida:					
1st M. (W. D.) land grant, g'd tax fr.....	5,500,000	8*	" "	"	1900	1st Mort. assumed by At&l. & Gulf	464,000	7	May & Nov.	New York.	1888
St. Joseph and St. Louis:	1,000,000	6	May & Nov.	New York	1893	2d Mort. " "	200,000	7	" "	" "	1899
1st Mortgage.....						South Mountain Iron (Cumb. Val):	200,000	6	June & Dec.	Philadelphia.	1888
St. Louis, Alton and Terre Haute:						1st Mortgage guaranteed.....	175,500	7	March & Sept.	" "	1884
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	2d Mortgage for \$200,000.....					
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	"	1894	South and North Alabama:					
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	1st Mort., endor. by Ala. gold, Sterling Mort., guar. by L. & N.	391,000	8*	Jan. & July.	New York.	1890
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	2d preferred bonds.....	621,000	6	May & Nov.	London.	---
2d Mortgage Income (Series E).....	1,700,000	7	" "	"	1894	3d preferred bonds.....	452,800	6	" "	" "	'84-'90
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	South Shore (Mass.):	7,188,500	6*	Jan. & July.	New York.	1888 70
St. Louis, Iron Mt. and Southern:						1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81 90
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	South Side, Va. (A., M. and O.):					
2d Mort. (" ").....	6,000,000	7*	May & Nov.	"	1897	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90
1st Mort. (L.G. (Arkansas Br.).....	2,500,000	7*	June & Dec.	"	1897	2d preferred bonds.....	621,000	6	" "	" "	'84-'90
1st Mort. (Cairo, Ark. & Tex. Consolidated Mortgage).....	1,600,000	7*	" "	"	1897	3d preferred bonds.....	452,800	6	" "	" "	'84-'90
St. Louis, Jacksonville & Chicago:	1,500,000	7				Southern Central (N. Y.):					
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	2d Mortgage.....	600,000	7*	March & Sept.	" "	1882 108
St. Louis, Kansas City & North:						Southern Iowa and Cedar Rapids:					
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900
Rentless & 2d M. for \$3,000,000.....	993,000	7	March & Sept.	"	1899	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887
St. Louis, Lawrence and Denver:						2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	" "	80
1st Mort. guar. by At&l. and Pac.:	1,020,000	6*	Jan. & July	New York.	1901	Southern Minnesota:					
St. Louis and South Eastern:						1st Mortgage land grant tax free.....	3,240,000	8	Ap. & Oct.	New York.	'78-'88
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890
1st M. (Evans, D.) gold skg fd, con.	1,000,000	7	" "	"	1896	Southern (Cal.) Pacific:					
1st Mort. (Evans, Hen. & Nash. Consol. Mort. Skg. Fund.).....	1,000,000	7	Jan. & July.	"	1897	1st Mortgage gold for \$28,000,000.....	11,000,000	6*	April & Oct.	New York.	---
St. Louis, Van. & T. H. (T. H. L.)						1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	2d Mortgage gold.....	88,000	7*	" "	" "	1880
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	Southern (Cen. of Ga.):					
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	Plain Bonds, various conv.....	391,000	7	various	Macon.	'72-'86
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	1st Mortgage (Muscogee) conv.....	300,000	7	" "	" "	'72-'76
St. Paul and Iowa Southwestern:						Spartanburg and Union:					
1st Mortgage.....	4,500,000	7*	May & Nov.		1903	1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879
St. Paul and Pacific 1st Division:						1st Mortgage not endorsed.....	198,370	7	" "	" "	1879
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	Springfield, Athol & Northeastern:					
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91
2d Mort. (do.) & 1st land gr.	1,146,750	7	June & Dec.	"	1892	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899
1st M. (Main L.) R.R. & Lands	3,000,000	7*	May & Nov.	London.	1892	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	" "	1900
2d M. (do.) R.R. & Lands	8,900,000	7*	" "	"	1892	Springfield and Northwestern:					
General Mortgage for \$15,000,000.....	7*					1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901
St. Paul, Stillwater & Taylor's F.:						1st Mortgage.....	200,000	7	Jan. & July.	Staten Island:	---
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	1st Mortgage.....	500,000	7	Jan. & July.	Stanstead, Shefford and Chamby:	---
Baileys (West Jersey):						1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	1st Mort., Guar. by Cent. Verm.	---
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	Sullivan (Central Verm.):					
Salem and Lowell (B. & L.):						1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1887
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881
Bind. Mansfield & Newark (B&O):						Sullivan and Erie:					
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886
Baratage & Whitehall (R. & L.):						Summit Branch:					
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904 55
Savannah and Charleston:						1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890
1st Mortgage (Sav. & Char.):	500,000	7	Jan. & July.	New York.	1889	Income Mort. gold.....	200,000	6*	" "	" "	1891
State guaranteed (C. & S.) bonds.....	506,000	6	March & Sept.	Charleston.	1877	Suspects, Bridge & Erie Junc. (E.):					
Funded Interest bonds, guar.....	111,800	7	" "	New York.	1889	1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1886
Savannah, Griffin & North Ala.:						1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890
Savannah and Memphis:						2d Mortgage.....	200,000	7	Jan. & July.	" "	55
1st Mort. gold, endor. by State.....	16,000pm	8*	May and Nov.	New York.	1890	Stanstead, Shefford and Chamby:					
Erie, Schenectady & Susq. (D. & H. Can.):						1st Mort., Guar. by Cent. Verm.					
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	1st Mortgage.....	500,000	7*	Feb. and Aug.	New York.	1891
Schoellkopf & Three R. (L.S. & M.):						2d Mortgage.....	270,000	7	June & Dec.	" "	---
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	Syracuse and Chenango Valley:					
Seaboard and Roanoke:						1st Mort. gold for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	Tebo and Neosho (M. K. & T.):					
Selma and Gulf:						1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903
1st Mort. (guar. by Ala.):	1,888,000	8	April & Oct.	New York.	1890	Terre Haute & Indianapolis:					
Seelin, Marion and Memphis:						1st Mortgage.....	800,000	7	April & Oct.	New York.	1879
1st Mort. guar. by Ala.	16,000pm	8	March & Sept.	New York.	1889	Bonds of 1873 for \$1,600,000.....	516,000	7	" "	" "	1894
Seelin, Rome and Dalton:						1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	1st Mortgage S. F. Gold.....	1,360,000	7	Jan. and July.	" "	65
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	1st Mortgage.....	1,600,000	7	June & Dec.	New York.	1894 90
Equipment Mortgage.....	230,000	10	" "	"	1881	1st Mortgage (Western Div.):	1,800,000	7	Feb. and Aug.	" "	86
Shamokin Valley & Pottow. (N.C.):						2d Mort. conv. (").....	1,300,000	7	April & Oct.	" "	69
1st Mortgage, on road and lands.....	2,000,000	7*	Jan. & July.	Philadelphia.	1901	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	" "	---
Shetbyogian and Fond du Lac:						Consol. Mort. for \$4,200,000.....	1,500,000	7	May & Nov.	" "	1910 45
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	1st Mortgage (Burl. Branch.):	250,000	7	June & Dec.	" "	50
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	Toledo, Wabash and Western:					
Shenango and Allegheny:						1st Mort. (Toledo and Illinois):	900,000	7	Feb. and Aug.	New York.	1890 97
1st Mort. for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	1st Mort. (L. Erie, Wab. & St. L.):	2,500,000	7	" "	" "	97
1st Mort.	400,000	7	April & Oct.	New York.	1891	1st Mort. (Gt. West. Rwy of '59):	2,500,000	7	" "	" "	99
2d Mortgage.....	200,000	7	Jan. & July.	"	1891	1st Mort. (Quincy and Toledo):	500,000	7	May & Nov.	" "	60
Shore Line (N. Y., N. H. & Hart.):						1st Mort. (Illa. & South'n Iowa):	300,000	7	Feb. and Aug.	" "	65
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	1st Mort. (Decat. & East St. L.):	2,700,000	7	F. M. A. & N.:	" "	88
Saint Paul City and St. Paul:						2d Mort. (Toledo and Wabash):	1,000,000	7	May and Nov.	" "	72
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	2d Mort. (Wabash & Western):	1,500,000	7	" "	" "	69
Land Grant Mortgage gold.....	500,000	7*	" "	"	1891	2d Mort. (Gt. West. Rwy of '59):	2,500,000	7	" "	" "	68
2d Mortgage.....	450,000	8			1893	Equipment (Toledo & Wabash):	600,000	7	" "	" "	20
Equipment bonds.....	185,000	10				Consol. 2d mort. gold.....	2,610,000	7	F. M.		

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar...	\$ 59,700	7	Jan. & July.	Troy.	1878	...	Western Maryland:	\$ 400,000	6	Jan. and July.	Baltimore.	1890
Troy and Boston:							1st Mortgage, unendorsed...	200,000	6	"	"	1890
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	1st Mort. endor. by Balt...	300,000	6	"	"	1890
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort. "	300,000	6	"	"	1890
3d Mortgage.....	650,000	7	May and Nov.	"	1875	...	2d Mortgage preferred...	600,000	6	"	"	1890
Convertible Bonds.....	648,000	7	"	"	1882	...	3d Mortgage endor. by Balt...	875,000	6	"	"	1890
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1890
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Cen. Pac.):					
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1890
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	Western Pennsylvania (Penn.):					
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage (Pittsb. Branch). General Mortgage.....	1,000,000	6	Jan. and July.	"	1896
Union Pacific:							Western Union (Chi., M. & St. P.):	1,200,000	7	.....	
1st Mortgage gold, tax free.....	27,236,512	60	Jan. & July.	N. Y. & Bost.	'96-'99	105	1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1896
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	100	West Jersey:					
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	...	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	90	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896
Omaha Bridge B'ds, stg £500,000	2,500,000	8	Apr. and Oct.	London.	1896	...	1st Mortgage (Salem) guar...	100,000	6	"	Philadelphia.	1878
Union Pacific (Central Div.):							1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	1878
1st Mortgage gold, tax free.....	1,800,000	60	May and Nov.	New York.	1895	...	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	1896
2d Mortgage (Gov. subsidy).....	1,800,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	...	Consolidated Mortgage.....	1,000,000	7	"	"	1899
Union Pacific, S. Br. (M. K. & T.):							West Wisconsin:					
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	...	1st Mort. land gr. gold skg fund	3,000,000	7	Jan. and July.	N. Y. or Lond.	1887
Union & Titusville (O.C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	70	"	"	1902
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	White Water Valley:					
United N. J. R. R. & Canal Co.:							1st Mortgage.....	1,021,340	8	Feb. and Aug.	Cincinnati.	1890
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	102	Wico Mico and Pocomoke:					
Sterling Loan £339,200 (U. Co's)	1,846,000	50	"	London.	1894	...	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888
Sterling Loan £360,000 (")	1,800,000	60	"	"	1894	...	Williamaston and Tarboro':					
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	1st Mortgage.....	350,000	8	May and Nov.	"New York.	1900
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	Wilmington, Colum. & Augusta:					
Bond to State of N. J. (U. Co's)	500,000	7	(Due 90 days after demand)	"	1888	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900
Sterl'g F. S. £262,000 (C. & Am.)	1,310,000	60	Feb. and Aug.	London.	1890	...	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Philadelphia.	1883	103	2d Mortgage coupon or regis...	1,700,000	7	Jan. and July.	"	1902
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	105	Wilmington and Weldon:					
5,000,000	6	May and Nov.	Philadelphia.	1889	107	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	
450,000	6	Feb. and Aug.	New York.	1873	...	Sterling Bonds.....	221,400	70	May and Nov.	"	1886	
100,000	7	Apr. and Oct.	N. Y. (Over Due.)			Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	
Utah Central:						Wilmington and Western (Del.):						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City.	1890	...	1st Mortgage.....	500,000	73	J. A. J. & G.	Phil. & Wilm.	1892
Utah Southern:						Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City.	1891	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887
Utica and Black River:						2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	Extension mortgage bonds.....	4,375,000	76	June & Dec.	"	1906
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	...	Wisconsin Central:					
Utica, Ithaca and Elmira:							1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	B. ston.	1901
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	...	Worcester (Md.):					
Vermont Cent.—See Central Vt.							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891
Vermont and Massachusetts:							Worcester and Nashua:					
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Plain Bonds.....	185,300	7	Various.	"	1886
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893
Vicksburg and Meridian:							CANAL BONDS.					
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	Chesapeake and Delaware:					
General 2d series (blue).....	850,000	7	"	"	1890	...	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1896
Mortgage 3d series (black).....	138,000	7	"	"	1890	...	Chesapeake and Ohio:					
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	...	Sterling Loan guaranteed.....	4,875,000	50	J. A. J. & O.	London.	1890
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	...	Preferred Bonds (next lien).....	1,599,500	6	Jan. and July.	Baltimore.	1886
Vineland:							Delaware Division (L.C. & N.):					
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878
Virginia & Tennessee (A.M. & O.):							Delaware and Hudson:					
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	72	1st Mort. 1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877
4th Mortgage.....	870,000	8	March & Sept.	"	1900	76	2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	...	3d series, Jan. 1, 1871	3,500,000	7	"	"	1894
Funded Interest.....	226,300	8	"	"	1880	...	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894
Income Mortgage (fundable).....	93,500	8	"	"	1866	...	Registered bonds of 1874.....	2,000,000	7	"	"	1894
Wallkill Valley (Erie):							Lehigh Coal and Navigation:					
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	...	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877
Warren (D. L. & W.):							Convertible Bonds.....	41,550	6	"	"	1882
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Convertible Loan, gold.....	794,800	60	March & Sept.	"	1894
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	1st Mortgage, registered.....	5,381,968	6	J. A. J. & O.	London.	1884
Warren & Franklin (O.C. & All R.):							1st Mortgage, reg. (B. R.):	2,000,000	6	F. M. A. & N.	"	1897
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Mortgage (equip.) Loan, gold.....	4,892,500	60	June & Dec.	"	1897
Warwick Valley (Erie):							Consolidated Mortgage.....	1,063,000	7	"	"	1911
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877
Washington City, Va, Mid. & Gt. So.:							Monongahela Navigation:					
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	77	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887
2d Mort. (" ")	350,000	7	"	"	1891	...	Morris (and Banking):					
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	91	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876
3d Mort. (" ")	1,200,000	6	Jan. and July.	"	1875	72	Boat Loan sinking fund.....	236,968	7	Apr. and Oct.	"	1899
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	35	Preferred Stock Dividend Scrip.	103,184	7	Jan. and July.	"	1887
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	...	Pennsylvania:					
Funded Coupons (do.)	722,664	...	...	"	...		1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910
1st Mort. (Lynchburg & Danville)	521,000	...	Apr. and Oct.	"	1898	...	1st Mortgage (W. Va. Val. Can.)	600,000	6	"	"	1878
Virginia State Loan.....	249,982	7	Jan. and July.	"	"	...	1st Mortgage skg fund guar.....	1,714,380	6	March & Sept.	Philadelphia.	'82-'97
Washington and Ohio:							1st Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97
1st Mort. (Alex., Leu. & Ham.)	47,000	7	May and Nov.	New York.	1898	...	2d Mortgage.....	3,990,392	6	May and Nov.	"	'82-'97
1st Mortgage for \$9,000,000.....	255,650	76	Apr. and Oct.	"	1901	...	Improvement bonds.....	200,000	6	"	"	
Westernchester and Philadelphia:							Boat and Car Loan.....	768,850	6	May and Nov.	"	
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	105	Boat and Car Loan.....	621,800	7	"	"	
Western North Carolina:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	
Western of Alabama:							Susquehanna and Tide Water:					
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	...	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1885
1st Mortgage (M. & W. Point H.R.)	180,000	8	"	"	1881	...	3d Mortgage (Susqueh. Canal).....	1,311,000	6	"	"	1878
2d Mortgage (consols guar.)...	1,155,000	8	"	"	1900	...	Pref. Int. B'ds (" ")	324,810	6	"	"	1894
Income Mortgage.....	602,900	8	Various.	"	Var.	...	Union:					
Western Union Telegraph:							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1888
1st Mortgage.....	9,200	7	May and Nov.	New York.	1875	...	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1888
Real Estate Bonds, Sink. Fund.	1,498,000	76	"	"	1902	...	2d Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1876
Bonds (S. F.) Conv. till May '85	3,988,000	7	"	"	1900	104	3d Mortgage.....	298,000	6	"	"	1894
Sterling Bonds, Sinking Fund.....	1,101,160	66	March & Sept.	London	1900	...	4th Mortgage.....	298,000	6	"	"	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Shares ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify it is not ascertained. Land Grant Railroads are printed in "Italics."

State and Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Operations.

Earnings.

Value of Shares.

Market.

Par.

Dividends.

Net.

Gross.

Freight.

Passenger.

Trains Moved.

Railroad Operated.

Assets.

Surplus Income.

Accounts.

Stocks.

Bonds.

Accounts and Cash.

Liabilities.

Railroad.

Owings.

2d.

Carn.

Freight.

B. M. E.

Pass.

Engines.

Railroad in progress.

2d Track and Sidings.

Branch Line.

Mt in Line.

M.

RAILROAD SHARE LIST. Including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Gr.

Abstract of General Balance Sheet

Abstract of General Balance Sheet.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Abstract of General Balance Sheet.

Abstract of General Balance Sheet.											
Market.		Value of Shares.		Dividends.		Earnings.		Operations.		Value of Shares.	
Par.		P. c.		P. c.		Net		Gross.		P. c.	
Dividends.		P. c.		P. c.		Tons.		Tons.		P. c.	
Net		P. c.		P. c.		Number.		Number.		P. c.	
Gross.		P. c.		P. c.		Tons.		Tons.		P. c.	
Freight.		P. c.		P. c.		Tons.		Tons.		P. c.	
Passen- gera.		P. c.		P. c.		Tons.		Tons.		P. c.	
Trains Moved.		P. c.		P. c.		Tons.		Tons.		P. c.	
M.		M.		M.		M.		M.		M.	
Railroad Operated.		M.		M.		M.		M.		M.	
Property and Assets.											
Liabilities.		Surplus Income.		Accounts.		Bonds.		Stocks.		Accounts and Cash.	
Accounts.		P. c.		P. c.		P. c.		P. c.		P. c.	
Assets.		P. c.		P. c.		P. c.		P. c.		P. c.	
Rolling Stock.		P. c.		P. c.		P. c.		P. c.		P. c.	
Railroad.		P. c.		P. c.		P. c.		P. c.		P. c.	
Companies.											
Nevada.		2,000,000		237 Virginia and Trickee.....		2,000,000		754,747		491,757	
New York.		1,900,232		4 Walkill Valley (Erie).....		703,500		439,779		211,701	
Mass.		1,101,207		War River (B. and A.).....		750,000		25,449		69,089	
New Jersey.		800,000		Warren (D. L. and W.).....		1,800,000		1,200,000		40,724	
Virginia.		1,002,086		6 Washington and Ohio.....		1,615,625		1,200,240		40,724	
Utah.		800,000		1,408,124		6,692,440		1,448,340		96,072	
Illinoian.		800,000		189 Wash and Jordan.....		500,000		184,000		401,913	
Illinoian.		800,000		201,000		2,018,600		180,000		126,769	
Illinoian.		800,000		201,000		2,018,600		180,000		14,274	
Illinoian.		800,000		201,000		2,018,600		180,000		383,557	
Illinoian.		800,000		201,000		2,018,600		180,000		184,401	
Illinoian.		800,000		201,000		2,018,600		180,000		8	
Illinoian.		800,000		201,000		2,018,600		180,000		166,023	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000		300,000	
Illinoian.		800,000		201,000		2,018,600		180,000</td			

Philadelphia Stock Exchange
Closing Prices for the week ending Nov.

Closing Prices for the week ending Nov. 21

W.H. Th. 14. E. 13. Sat. 11. M. 20.

	W 18. Th 16. F. 17. Sat. 18. M. 20. Tu 21.
Allegheny Val. 7 3-10s.	105
7s, Income	40
Camden & A. M. 6s, 1883	
6s, 1889	
Mort. 6s, 1880	106
Camden and Atlantic	
Preferred	43
1st mortgage	
2d mortgage	
Catawissa	
Preferred	8
New preferred	36
7s, new	
DeL. & Bound Brook	102
7s	
Elmira & Williamsport	
Preferred	
7s	104
Hunt & B. Top Mt.	
Preferred	
2d mortgage	
Lehigh Navigation	29
6s, 1877	29
6s, 1884	28
Gold Loan	
Railroad Loan	101
Conv. Gold Loan	101
Lehigh Valley	50
6s, new, coupon	49
6s, new, registered	49
7s	112
Consol. mort. 6s	100
Little Schuylkill	
Minehill & Sch. Haven	50
North Pennsylvania	
1st mortgage 6s	
2d mortgage 7s	
Chattel 10s	
Gen'l mort. 7s, coup.	
Northern Central	27
Pennsylvania R. R.	45
1st mortgage	45
Gen'l mortgage	45
Gen'l mort. reg.	45
Consol. mort. 6s, reg.	45
Penn. State 6s, 2d series	
Penn. State 6s, 3d series	
Philadelphia City, 6s	
6s, new	113
Phila. and Reading	22
Debenture bonds	
7s, of 1893	
6s, now, convertible	69
Gen'l mortgage	100
Gen'l mortgage, reg.	100
Philadelphia and Erie	14
1st mortgage, 6s	102
2d mortgage, 7s	97
Pittsb. Cin. & St. L. 7s	82
Pittsb. Titusv. & Buff.	84
7s	84
Schuylkill Navigation	
Preferred	11
6s, 1872	90
6s, 1882	69
6s, 1895	
United Co. of N. Jersey	126
Hentonville, (Horse)	22
Chestnut & Wal. (do.)	22
Germantown (do.)	78
Green and Coates (do.)	49
Lombard & S'th. (do.)	
2d and 3d streets (do.)	
Spruce and Pine (do.)	
13th and 15th sts. (do.)	40
Union (do.)	

Baltimore Stock Exchange

Closing Prices for the week ending Nov. 21.

W-15-Th-10-F-17-Sat-18-M-20

New York Stock Exchange.

Closing Prices for the week ending Nov. 22

Th.16. F.17. Sat.18. M.20. Tu.21. W.22.

Adams Express.	10
Albany and Susq.	90
1st mortgage.	55
2d mortgage.	55
American Express.	61
Am. Dock and Imp.	75
Atlantic & Pacific pref.	65
Atlantic & Pacific Tel.	15
Bost., Hart. & Erie 1st.	16
Burl., C. R. & Minn. Ist.	32
Central of N. Jersey	34
1st mortgage, new.	33
7s, consolidated.	34
7s, convertible.	81
Central Pacific 6s, gold 109 ¹	109 ¹
1st M. (San Joaquin).	94
1st M. (Cal. and Or.)	94
Land grant 6s.	108
Chicago and Alton	97 ¹
Preferred.	98
1st mortgage.	118
Sinking Fund.	100
Income bonds.	100
Chic., Burl. & Quincy	114
7s Consol., 1903.	114
8s, 1888.	116
Chic. & Milwaukee 1st.	118
Chic., Mil. and St. Paul.	184
Preferred.	50 ¹
1st mortgage, 8s.	19 ¹
2d mortgage, 7 3-10s.	19 ¹
7s, gold.	102
1st M. (La Crosse div.)	101 ¹
1st M. (I. and M. div.)	101 ¹
1st M. (I. and D. div.)	101 ¹
1st M. (H. & D. div.)	101 ¹
1st M. (C. & M. div.)	101 ¹
Consolidated S. F.	85 ¹
Ohio & Northwestern.	33
34	344
35 ¹	35 ¹
Preferred.	59 ¹
1st mortgage.	106 ¹
Sinking Fund.	102 ¹
Consolidated 7s.	102 ¹
Consol. Gold bonds.	95 ¹
Do reg.	95
Ohio, Rock Isl. & Pac.	99 ¹
7s, 1896.	101
Clev., Col., C. and Ind.	36
1st mortgage.	108 ¹
Clev. & Pittsburgh guar.	88 ¹
7s, Consolidated.	89
4th mortgage.	105 ¹
Clev., P. and Ash.	7 ¹
7s, new.	3
Col., Chi., & Ind. Cent.	3
1st mortgage.	3
2d mortgage.	3
Conol. Coal of Md.	69
Del. & Hudson Canal.	69
Reg. 7s, 1891.	69
Reg. 7s, 1884.	69
7s, 1894.	69
Del., Lack. & Western.	71 ¹
2d mortgage 7s.	71 ¹
7s, Convertible.	68 ¹
Dot., Mon. & Tol. 1st.	68 ¹
Dt. of Columbia 3-65s.	68 ¹
Erie Railway.	68 ¹
Preferred.	68 ¹
1st mortgage.	68 ¹
2d mortgage.	68 ¹
3d mortgage.	68 ¹
4th mortgage.	68 ¹
5th mortgage.	68 ¹
Great Western 1st mort.	96
2d mortgage.	97
Hannibal & St. Joseph.	124
Preferred.	13
8s, Convertible.	13
Hudson River 2d mort.	13
Illinois Central.	76
Kansas Pacific.	75
Lake Shore & Mich. So. 56 ¹	74
7s, 1902.	71
7s, 1882.	69 ¹
M. & S. and N. I. 1st, S.F.	69 ¹
2d. mortgage.	69 ¹
Morris and Essex.	92
1st mortgage.	91 ¹
2d mortgage.	91 ¹
7s of 1871.	91 ¹
7s, Convertible.	91 ¹
7s, Consolidated.	91 ¹
N. Y. Cent. & Hud. Riv.	101 ¹
1s, Sinking fund, 1878.	101 ¹
6s, Sinking fund, 1883.	101 ¹
6s, Sinking fund, 1887.	101 ¹
1st mortgage.	120 ¹
1st mortgage reg.	120 ¹
N. York and Earlom.	120 ¹
Preferred.	120 ¹
1st mortgage.	117 ¹
1st mortgage, reg.	117 ¹

New York Stock Exchange

Closing Prices for the week ending Nov. 9.

1b. 15. F. 17. S. 18. M. 20. Tu. 21. W. 22.

	16. F.	17. Sat.	18. M.	20. Tu.	21. W.
New Jersey.					
N. Y., N. Haven & Hart.					154
Norfolk-Missouri 1st M.	97	97	97	97	97
Ohio and Mississippi.	6	6	54	51	51
Preferred.	91	101	91	81	92
2d mortgage.	42	43	41	43	43
Consolidated 7s.			82	78	82
Consol. Sinking Fund.	82	82	82	82	82
1st M. (Springfield D.).					
Pacific Mail S. S. Co.	24	24	25	25	24
Pacific R. R. of Mo.			34	3	34
1st mortgage.			95		
2d mortgage.	83	83			
Pacific 7s, guar. by Mo.					
Panama.				128	122
Pitts., P. W. & Chi. 1st.	101	101	101	101	101
1st mortgage.					
2d mortgage.					
3d mortgage.					
Quicksilver Mining Co.	101				101
Preferred.					
St. L., Alton and T. H.	74	74			34
Preferred.					
1st mortgage.					
2d mort. preferred.				89	
Income bonds.					
St. L., Iron Mt. & St. L.	10				
1st mortgage.	100			100	100
2d mortgage.					
St. L., Jack. & Chi. 1st.					104
St. L., Kan. City & N.					
Preferred.		27			
Tol., P. & Wm. 1st K. D.	50				
1st mort. West. Div.					86
Tol., Wab. & Western.	61	61	61	61	61
Preferred.					
1st mortgage.			97		
2d mortgage.	68	69	69		
7s, Consolidated.	46		50		51
St. Louis Division.	74		72	72	
Union Pacific.		60		60	59
1st mortgage.	100	100	100	100	100
Land Grant 7s.	101	101	100	100	100
Sinking Fund 8s.	91	90			90
United States Express.	58	57	57	57	57
Warren.					
Wells-Fargo Express.	85		86		
Western Pacific bonds.	102	102			
Western Union Tel.	72	72	71	71	72
7s, S. F. conv., 1900.		1014	1014		
Boston Stock Exchange.					
<i>Closing Prices for the week ending Nov. 22.</i>					
	Th. 16. F.	17. Sat.	18. M.	20. Tu.	21. W.
Atch., Top. and San. Fe.	171	171	171		
1st mortgage.	92	92	92	91	91
2d mortgage.	53	53		53	
Land Grant 7s.	80	80			80
Income 12s.	103				
Boston and Albany.	128	128	128	128	128
7s.					
6s, 1895.					
Boston and Lowell.	62		61		
7s.					
Boston and Maine.	95		95	95	95
Boston and Providence.		136			136
Boston, Hart. & Erie 7s.		171			
Boston Water Power.	61	58	61	58	6
Burl. & Mo. R. in Iowa.					
Land Grant 7s.					
Burl. & Mo. R. in Neb.					35
8s, old.					
Cary Improvement.					
Chi., Burl. and Quincy.	113	112	112	112	113
7s.					109
Cin., Band. and Clev.	51	51			
Concord.					
Connecticut River.					131
Eastern.				51	51
7s, Sinking Fund.					
New Gold Bonds.			49		50
Fitchburg.		110			
Ind., Cin. and Lafayette.					
Michigan Central.		42	42		
Nashua and Lowell.					
Northern, N. H.					
Norwich & Worcester.					
Ogden. & Lake Champ.					
Preferred.					
Old Colony.		1071	1074	1073	1074
Ph., Wil. & Baltimore.	62	62	62	62	
Portl'd, Saco & Port.					
Port., Gt. Falls & Con.					
Pullman Palace Car.		73		72	
Union Pacific.					
6s.					
Land Grant 7s.	100	100			
Sinking Fund 8s.	89				
Vermont and Canada.					18
Worcester and Nashua.			103		
Cambridge (Horse).					
Metropolitan ("").					
7s.					
Middlesex ("").					
Central Mining Co.					
Calumet and Hecla.	170	130	171		172
Copper Falls.			41		
Franklin.		144	15	15	15
Quincy.	47	47			

New York Stock Exchange

Closing Prices for the week ending Nov. 22.

Th. 16, F. 17, Sat. 18 M. 19, Tu. 21, W. 22.

FEDERAL STOCKS		LB. 16. F. 17. 18. 19. M. 20. T. 21. W. 22.	
U. S. 4s, 1851, reg.	110	110	110
U. S. 5s, 10-40s, reg.	114	113	113
U. S. 5s, 10-40s, coup.	114	114	114
U. S. 5s, 1861, reg.	112	112	112
U. S. 5s, 1881, coup.	112	112	112
U. S. 6s, 1861, reg.	117	147	147
U. S. 6s, 1861, coup.	118	118	118
U. S. 6s, 5-20s, reg. 1865	110	110	110
U. S. 6s, 5-20s, r. n. 1865	110	110	110
U. S. 6s, 5-20s, r. n. 1865	112	112	112
U. S. 6s, 5-20s, reg. 1867	110	110	110
U. S. 6s, 5-20s, c. 1867	115	116	116
U. S. 6s, 5-20s, reg. 1868	117	117	117
U. S. 6s, 5-20s, c. 1868	123	123	123
U. S. 6s, Pac. R. R. issue	123	123	123
London Stock Exchange.		Closing Prices.	
Atlantic & Gt. W. 1st mort.	\$1,000	21	13
Do. 2d mort.	\$1,000	8	10
Do. 3d mort.	\$1,000	8	4
Atlantic, Miss. & Ohio Consol. mort.	18	22	18
Central of New Jersey Consol. mort.	\$1,000	84	83
Central Pacific of California 1st mort.	104	105	105
Do. (C. & O. div.) 1st mt. gd. bds.	95	96	96
Detroit & Milwaukee 1st mort. bonds	30	40	30
Do. 2d	do.	30	40
Eric shares, \$100	101	101	91
Do. Preference Shares	17	19	16
Do. 7 Convertible Gold Bonds	81	83	83
Galveston and Harrisburg 1st mort.	75	77	75
Illinois Central \$100 shares	97	79	77
Lehigh Valley Consol. mortgage	94	95	94
Marietta and Cincinnati Railway	100	102	101
Mo., Kan. & Tex. 1st M. G. B. Eng.	87	89	87
N. Y. Cent. & Hud. Riv. Mt. bonds	112	113	112
Do. 1st mortgage	93	97	95
Pennsylvania, \$50 shares	45	46	41
Do. 1st mortgage	93	100	95
Philadelphia and Reading \$50 sha.	21	23	20
Pittsb. Et. W. & Chic. Equip. bds.	108	105	105
Union Pacific Land Grant 1st mort.	94	96	97
Do. do. do. 2d do.	—	—	100-102

American Railroad Journal

Saturday, November 25, 1876.

Financial and Commercial Affairs

There is some modification of the political excitement which was referred to last week; yet little or no progress towards the settlement of the vexed question has been made. The country is still exposed to the violence of partisan expedients, and there is danger that the result of the canvass for the Presidency will be the subject of controversy for many weeks, perhaps months, to come, causing more or less doubt and apprehension in the public mind. Other influences which have been felt on our Stock Exchange are, the appointment of Receivers of the Ohio and Mississippi Railroad, the renewal of war rumors from Europe, the unfavorable result of the coal sale on Tuesday, and the rumor that some progress had been made toward the adjustment of the dispute about through freights between the Baltimore and Ohio and the New York Central Railroads. The result of the coal sales was fully anticipated by Bear sales, and it may be noted that the shares of the Delaware and Hudson Canal Company now rate nearly up to those of the Delaware, Lackawanna and Western Railroad Company. The greatest decline was in Illinois Central, from which a semi-annual dividend of only three per cent is foreshadowed. What are known as the Vanderbilt roads were least depressed. On Wednesday, the market opened weak, but gathered strength as the day advanced. There was a pretty general improvement in railway bonds. The second coal sale went off at better prices.

Gold was without important change, when it declined and closed at 109½. Sterling exchange continued to improve in tone, but without material

an advance in rates. On Wednesday, there was a weaker feeling, and currency rates declined. The close on a gold basis was at \$4 82@4 83 for prime sixty day bills. Exports keep up to a fair average, and for the week are valued at \$5,872,740, against \$5,519,647 for the corresponding week last year; and \$240,461,012 since January 1st, against \$227,663,764 for the corresponding period last year.

The bank statement continues to exhibit a weakening of the currency reserve. There is an increase of a million and a half in the gold on hand, and a loss of a million in legal tenders, and the excess over the legal reserve now falls considerably below that of last year, instead of being more than double as it was a few weeks ago. A dullness in trade, however, causes the demand for money to be quite limited, and no scarcity is felt. The closing rates are 2 1/2@3 per cent on call, and 5@6 for prime mercantile paper.

Government bonds have ruled more steady. Our political troubles seem to have affected them but slightly and momentarily. On Wednesday the closing prices were:

United States currency sixes, 128 1/2@124; do. 6s, 1881, registered, 117@117 1/4; do. coupon, 117 1/2@117 1/4; do. 1865, registered, 110@110 1/2; do. coupon, 110@110 1/2; do. new, registered, 112 1/2@118; do. coupon, 112 1/2@118; do. 1867, registered, 115 1/2@116 1/2; do. coupon, 115 1/2@116; do. 1868, registered, 117 1/2@117 1/4; do. coupon, 117 1/2@117 1/4; do. ten-forties, registered, 118 1/2@118 1/2; do. coupon, 114 1/2@114 1/2; do. fives, 1881, registered, 112 1/2@112 1/2; do. coupon, 112 1/2@112 1/2; do. four and one-halves, 110 1/4@110 1/2.

There is no relief to the stagnation in trade, and the speculation in leading staples of domestic produce, which grew out of the belligerent aspect of European politics, has measurably subsided. Prices, however, have not materially receded.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.—Galena and Chicago 1st mort., 106 1/2; Canada Southern 1st mort., coupon on, 55; Cleveland and Toledo 7s, 8. F., 110 1/2; Toledo, Peoria and Warsaw 2d mort., 69 1/2; South Pacific of Missouri 6s, 70; Chicago and Northwestern Extension bonds, 100; do. Interest bonds, 108; Chesapeake and Ohio 1st mort., coupon on, 31; Boston, Hartford and Erie 7s, guar., 16 1/4; Delaware and Hudson Canal 7s, 1877, 101 1/2; Long Island R. L. 1st mort., 100; Louisville and Nashville R. R., 31 1/2; New Jersey Southern R. R., 1; N. Y. Gas, 135; Marquette L. and M., 5; Missouri 6s, long bonds, 105; Georgia 7s, new, 107; Tennessee 6s, old, 45 1/2; do. new, 44 1/2; do. new series, 44 1/2; Illinois 6s, 1879, 108 1/2; Arkansas 6s, Fund Act, 38. The latest quotations are: Pacific Mail, 25 1/2@25 1/2; Western Union Telegraph, 72 1/2@72 1/4; Atlantic and Pacific Tel., 14 1/2@15 1/2; Quicksilver Mining, 11@13; do. pref., 17@17 1/2; Mariposa Land and Mining, 4 1/2@5; do. pref., 6@6; Adams Exp., 106@106 1/2; American Exp., 61 1/2@61 1/2; U. S. Express, 56 1/2@57 1/2; Wells-Fargo Express, 86@86 1/2; Chicago and Alton, 99@100; Cleveland and Pittsburgh, 88 1/2@88 1/2; Chicago and Northwestern, 85 1/2@85 1/2; do. pref., 58 1/2@58 1/2; Chicago, Rock Island and Pacific, 98 1/2@99 1/2; Chicago, Milwaukee and St. Paul, 20 1/2@20 1/2; do. pref., 68@68 1/2; Cleveland, Columbus, Cincin-

nati and Indianapolis, 36@38 1/2; Columbus, Chicago and Indiana Central, 8@4; Delaware, Lackawanna and Western, 68 1/2@68 1/2; Erie, 95@9 1/2; Hannibal and St. Joseph, 12 1/2@13 1/2; do. pref., 25@26; Lake Shore and Michigan Southern, 57 1/2@57 1/2; Michigan Central, 43 1/2@43 1/2; New York and Harlem, 186@187; N. Y. Central and Hudson River, 102 1/2@102 1/2; Central of New Jersey, 32 1/2@32 1/2; Ohio and Miss., 6 1/2@6 1/2; Panama, —@12 1/2; Toledo, Wabash and Western, 6 1/2@6 1/2; Union Pacific, 59 1/2@59 1/2; do. 1st mort., 105 1/2@106; do. 7s, land grant, 100 1/2@101; do. sinking fund 8s, 90 1/2@91; Central Pacific 6s, gold, 109 1/2@109 1/2.

Philadelphia.—Union and Titusville 1st mort. 7s, 50; East Pennsylvania R. R. 7s, 103 1/2; Philadelphia and Reading R. R. 6s, 1880, 108 1/2; Belvidere Delaware 2d mort., 101 1/2; Connecting R. R. 6s, 102; Pennsylvania and New York Canal 7s, 111 1/2; Philadelphia and Trenton R. R., 183 1/2; West Jersey R. R., 43; Philadelphia, Germantown and Norristown R. R., 100; Morris Canal pref., 138; do. Boat Loan 7s, 102; Fifth and Sixth Streets R. R., 71; Central Transp., 89 1/2; Cincinnati 7-30s, 107. The latest quotations are: City 6s, 107 1/2@—; do. free of tax, 114 1/2@114 1/2; Pennsylvania State 6s, 2d series, 107@—; do. 3d series, 114 1/2@115; Philadelphia and Reading, 22 1/2@22 1/2; do. Gen'l mort. 7s, coup., 100 1/2@100 1/2; do. reg., 99 1/2@100 1/2; do. mort. 6s, 1880, 108@—; do. 7s, new conv., 71@72; do. 7s, 1898, 105@—; United New Jersey R. R. and Canal Co., 136 1/2@136 1/2; Camden and Amboy mort. 6s, 1889, 107@107; Pennsylvania R. R., 46 1/2@246 1/2; do. 1st mort., 107@—; do. general mort. coupon, 107 1/2@—; do. reg., 106@107; do. Consol. mort. 6s, reg., 100 1/2@101; Little Schuylkill R. R., 40@40 1/2; Morris Canal, 68@—; do. pref., 185@137; Susq. Canal, —@—; do. 6s, —@68; Schuylkill Nav., 5@—; do. pref., 10 1/2@11; do. 6s, 1882, 67 1/2@69; do. 1872, 80@90; Elmira and Williamsport pref., 38@—; do. 7s, 103@—; do. 6s, 65@—; Lehigh Coal and Navigation, 25 1/2@25 1/2; do. 6s, 1884, 102 1/2@108 1/2; do. R. R. Loan, 101 1/2@101 1/2; do. Gold Loan, 101 1/2@102; North Pennsylvania, 48 1/2@49; do. 6s, 106 1/2@—; do. 7s, 107 1/2@—; do. Gen'l mort. 7s, reg., 107@108; do. chattel 10s, 108@—; Philadelphia and Erie, 13 1/2@14 1/2; do. 6s, 102 1/2@103; do. 7s, 97@97 1/2; Minehill, 50@50 1/2; Cathiawissa, 8@9; do. pref., 38@38 1/2; do. new pref., —@36; do. 7s, 1900, 101 1/2@103; Lehigh Valley, 49 1/2@49 1/2; do. 6s, new coupon, 108@—; do. reg., 109@—; do. 7s, 118@113 1/2; do. consol. mort., 100@100%; Fifth and Sixth streets (horse), 71@75; Second and Third, 80@82; Thirteenth and Fifteenth, 40 1/2@41 1/2; Spruce and Pine, 31@31 1/2; Green and Coates, 49@49 1/2; Chestnut and Walnut, 75@75 1/2; Hesterville, 22@22 1/2; Germantown, 63@68; Union 90@93; Lombard and South, 18@19; Ridge Avenue, 50@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Baltimore City 6s, 1875, 101 1/2; do. 1890, 112 1/2; do. 1900, 112; do. 1900, new, 112; do. 1902, new, 112 1/2; Cincinnati 7-30s, 107 1/2; St. Louis City 6s, currency, 102; Memphis City 6s, 84; Virginia Peeler, 35; Virginia Black script, 15 1/2; Virginia and Tennessee 6s, 72 1/2; Northern Central 6s, 1877, 102 1/2; Richmond and Danville 1st mort., 70; Wilmington Columbia and Augusta 7s, 31; Wilmington and

Weldon 7s, 102. The latest quotations are: Cincinnati and Baltimore 7s, 98 1/2@—; Wilmington and Weldon 7s, —@103; Wilmington, Columbia and Augusta 7s, 80@40; Richmond and Danville 1st mort., 69 1/2@70 1/2; Pittsburgh and Connellsville 7s, 1898, 104 1/2@104 1/2; Baltimore and Ohio, 144 1/2@146; do. 1st pref., 107 1/2@108; do. 2d pref., 102 1/2@104; do. 6s, 1880, 106@105 1/2; do. 1885, 106@107; Northern Central, 26@27 1/2; do. 6s, 1885, 104@—; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 102@108 1/2; Marietta and Cincinnati 1st mort. 7s, 1892, 108 1/2@110; do. 2d mort. 7s, 88 1/2@89 1/2; do. 8d mort. 8s, 58@58 1/2; Central Ohio, 33@36 1/2; do. pref., —@39; do. 1st mort., 101 1/2@101 1/2; Western Maryland 1st mort. 6s, 1890, 92@—; do. 1st mort. guar., 107@—; do. 2d mort. guar., 107@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., 105@—; do. 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 72@—; do. 8d mort. 8s, 70@—; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 72@76; do. 8d mort. 8s, 60@65; do. 4th mort. 24@40; Orange, Alex. and Manassas 7s, 76 1/2@77 1/2; Baltimore 6s, 1875, 101 1/2@101 1/2; do. 1884, 110@111; do. 1886, 112@118; do. 1890, 112@112 1/2; do. 1900, 116@112 1/2; do. 1902, 112@113 1/2; do. 5s, 95@—; Memphis City 6s, —@32; Maryland Defense 6s, 1883, 113@114; do. Hospital 6s, 107@107; do. do. exempt, 113@—; do. 5s, 85@95; Virginia consol. 6s, 68 1/2@68 1/2; do. 2d series, 34 1/2@35 1/2; Virginia Consol. coupons, 85 1/2@86; West Virginia def. certif., 6 1/2@7 1/2; City Passenger R. R., 38@38 1/2; George's Creek Coal, 115@—; Atlantic Coal, 1.75@2.00; Canton Co., 27@33; do. gold, 6s, —@98.

Boston.—Vermont Central Equipment 8s, 25; Vermont Central and Vermont and Canada 8s, 35 1/2; Pueblo and Arkansas Valley 7s, 77; Eastern R. R. scrip, 50; Burlington and Missouri River R. R. 8s, in Nebraska, new, 92; Boston Land, 5; New Hampshire 6s, 110; Cincinnati 7s, 1904@1906, 108 1/2; do. 6s, 1906, gold, 100; Cleveland 6s, 1881, 102 1/2; Chicago 7s, 1880, 104 1/2; Boston 5s, 1883, gold, 107 1/2; do. 1878, 108 1/2; do. 6s, 1893, currency, 112 1/2; Charlestown 5s, 1882, 101 1/2; Portland 6s, 1887, 100 1/2; Detroit 7s, 1878, 102 1/2; Toledo 7s, 1879, 101 1/2; do. 8s, 1881, 106 1/2; Duncan Silver Mining Co., 85%; International, 87 1/2%; Pewabic, 8; Ridge, 5 1/2.

Winchester and Potomac Railroad.

The President of the Winchester and Potomac Railroad Company announces that the payment of dividends on the stock has been resumed, and the company expects to continue the payment of six per cent per year regularly hereafter. The rental has been for some time absorbed by the repayment of the amount advanced by the Baltimore and Ohio to provide for the final settlement with the Manassas Gap Company, and by the payment of the heavy expenses which attended the litigation with that company. These payments have now been completed, and the company has no other floating debt which cannot be promptly met without interfering with the payment of dividends.

Proposals are invited for the construction of the deep water terminus of the Intercolonial Railway at St. John. The plan can be seen at the engineer's office St. John on and after 11th of December.

Atchison, Topeka and Santa Fe R. R.

The earnings of the Atchison, Topeka and Santa Fe Railroad for the month of September, 1876, were \$285,583.18, the expenses \$104,699.48, and the net earnings \$180,894.65; for the month of September, 1875, the earnings were \$147,551.93, the expenses \$58,696.39, and the net earnings \$88,855.54—showing an increase in earnings of \$118,041.20, in expenses of \$46,008.09, and in net earnings of \$72,038.11. Percentage of expenses in September, 1876, 39.42; in September, 1875, 39.78. Miles operated in September, 1876, 711; in September, 1875, 568.

For the nine months ending September 30, 1876, the earnings were \$1,768,385.04, the expenses \$882,736.89, and the net earnings \$885,648.15; for the corresponding period of previous year the earnings were \$988,824.82, the expenses \$443,593.78, and the net earnings \$545,801.04—showing an increase in earnings of \$789,490.22, in expenses of \$419,143.11, and in net earnings of \$335,347.11. Percentage of expenses in 1876, 49.64; in 1875, 44.86. Average miles operated in 1876, 692; in 1875, 514.

Hudson River Tunnel.

The crowning victory of the Hudson River Tunnel Company, achieved in the United States Circuit Court at Trenton, in the refusal of Judge Nixon to grant an injunction, is the last of a continuous succession of victories won by the Hudson River Tunnel Company in the courts, and work will be now resumed without further delay on the New Jersey shore. Judge Nixon remarked that the action of the State courts in denying all applications for injunctions to prevent the construction of the tunnel rendered interference on the part of the United States courts, at this stage of the proceedings, improper. Col. Haskins, President of the Hudson River Tunnel Company, will place a large force of men on the work as soon as the legal forms of condemning the land have been complied with. Mr. Henry S. White, counsel for the company, says that no further opposition to the construction of the tunnel is likely to be offered.—*N. Y. Herald.*

The New Haven Palladium says that the managers of the Connecticut Central and Connecticut Valley Railroads met in Springfield, on the 15th inst., and considered plans for a new bridge over the Connecticut River at Hartford, for which a charter was obtained from the last Connecticut Legislature. The plan proposes a single track bridge at a cost of \$125,000, while the necessary two miles of connecting road through the East Hartford meadows to the present terminus of the Connecticut Central would cost perhaps \$25,000 more. This would give an unbroken line from Springfield to Saybrook.

The earnings of the Chicago, Burlington and Quincy Railroad for the month of September, 1876, were \$675,692.27, against \$680,324.96 for the month of September, 1875—a decrease of \$4,642.69. From January 1, to September 30, 1876, the earnings were \$4,152,618.76, against \$4,234,768.79 for the corresponding period of the previous year—a decrease of \$82,145.03.

The earnings of the Louisville and Nashville Railroad and Branches and Leased Lines and the South and North Alabama Railroad, for the month of October, 1876, were \$518,430.75, against \$465,265.83 for the month of October, 1875, an increase of \$48,164.92.

It has been determined to close the canals of New York on the 1st of December.

Louisville and Nashville Railroad.

We give elsewhere a full abstract of the report of the Louisville and Nashville Railroad Company for the fiscal year ending June 30, 1876, showing that the total gross earnings of all the roads operated by the company during the year were \$1,961,490.29, against \$1,863,837.80, for the fiscal year ending June 30, 1875—an increase of \$97,652.49; the expenses were \$2,993,520.24, against \$8,181,740.96—a decrease of \$188,210.72; and the net earnings \$1,967,000.05, against \$1,882,132.84—an increase of \$885,827.21. The length of the roads operated has been the same in both years, viz: Main Stem, 185 miles; Bardstown Branch, 17.30; Knoxville Branch, 110.82; Richmond Branch, 83.46; Clarksville Division, 128.20; Memphis Division, 130.60; Nashville and Decatur Railroad, 122.30; South and North Alabama Railroad, 183; Glasgow Railroad, 10.50—a total of 920.68 miles. The net earnings of the whole line in 1876 were 39.6 per cent of the gross earnings; in 1875 they were 34.6 per cent. The net earnings of the main stem and branches were 44.5 per cent in 1876, against 38.9 per cent in 1875. The net earnings of the Memphis line, composed of the Clarksville and Memphis divisions, were in 1876 30.4; in 1875 they were 26.3. The net earnings of the Glasgow Railroad were 25.6, against 11.5 in 1875. The net earnings of the Nashville and Decatur Railroad were 39.5, against 34.7. And the net earnings of the South and North Alabama Railroad 37.9 against 29.8.

The funded debt, as per last report, was \$17,206,810; in the present report it is stated at \$16,555,710. During the year \$118,000 of Consolidated Mortgage bonds were issued; and \$80,000 on mortgage on main office lot and buildings; and there were redeemed: of Main Stem bonds, \$113,000; Memphis Branch bonds, \$1,000; Memphis and Ohio Income bonds, \$158,000; Second Mortgage Gold bonds (canceled), \$500,000, paid to sinking fund in Memphis, Clarksville and Louisville Mortgage bonds, \$29,100; and in Consolidated Mortgage bonds, \$43,000—making a total of \$844,100. In the above is included City of Louisville bonds without mortgage, \$849,000; deducting this amount will leave a total mortgage on all the roads of \$15,706,710—a reduction during the year of \$151,100.

The surveys for the proposed South Shore Narrow Gauge Railroad to South Duxbury, Mass., have been completed. After leaving Cohasset the road becomes a shore line and passes through Scituate Harbor, so called, across the marshes to the second cliff, and so on to the third and fourth cliffs, skirting the long and sandy beach in that section, and continuing thence toward the terminus of the route in view of the ocean. The enterprise, it is said, is in the hands of Jordan, Marsh & Co., Hon. Leverett Saltonstall and other wealthy gentlemen.

The Delaware, Lackawanna and Western Railroad Company has concluded to enlarge the new tunnel under Bergen Hill to the extent of 250 feet. The tunnel would have been opened for traffic on the 1st inst., but for the action of the Hoboken and Jersey City authorities, who objected to the bridge and caused a change of grade. The tunnel will not be ready for traffic before the 1st of December.

FISK & HATCH,**Bankers,**

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IN OUR BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent, per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.**TEXAS & PACIFIC RAILWAY COMPANY.**

THE COUPONS OF THE CONSOLIDATED Bonds of the Texas and Pacific Railway Company, maturing December 1, will be paid in gold on and after that date, on presentation at the office of the Company, No. 50 Exchange Place, New York, or No. 275 South 4th st., Philadelphia.

GEO. D. KRUMBAAR,

Treasurer.

Harrisburg and Potowmack Railroad.

Work upon the Harrisburg and Potowmack Railroad, a proposed connection of the Western Maryland Railroad at Waynesboro, Pa., east of Hagerstown, it is stated, has been commenced north of Waynesboro. About \$4,000 remain to be subscribed by the citizens of Waynesboro and neighborhood to complete the amount necessary for letting the contract between that town and the Maryland line. Indications are said to be favorable to a certain prosecution and completion of the work. The road, when built, will be an important one to Baltimore and to Western Maryland. Mr. Daniel U. Abl, of Newville, Pa., has been largely instrumental in placing the enterprise upon a successful footing.

Inverness Coal, Iron and Railway Company.

Col. Moore, of New York, Alexander Wright, Esq., of Moncton, and Messrs. Buck, Earle, Thorne, Bennett and Wilson, Civil Engineers, came to Hawkesbury by the steamer St. Lawrence, on Monday, to locate a railway from Broad Cove to Whycocomagh for the above company. That the company mean business is evident from the fact that Mr. A. E. Killam, of Moncton, a gentleman already well known in this country, has been awarded the contract for the construction of the road, which will be proceeded with immediately after the survey has been completed.—*Cape Breton Advocate.*

Daniel Torrance and John King, Jr., have been appointed Receivers of the Ohio and Mississippi Railway by Judge Gresham of Indianapolis on a petition filed in the Circuit Court for the Southern District of Indiana. The Court ordered the payment of the employer's out of the first earnings, and gave the Receivers the usual authority to operate and maintain the road.

The North Pacific Coast Narrow Gauge Railroad northward from San Francisco is now finished 76 miles to Russian river.

MARSHAL'S SALES.

Marshal's Sale.

George L. Douglass, trustee, &c., plffs, against Louisville, Cincinnati and Lexington Railroad Company, def'ts, and cases heard therewith—Louisville Chancery Court, No. 27,787.

By virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st. in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st. in the city of Lexington, and from LaGrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati Bridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situate, and adjacent thereto, machine shop, round houses, cattle-pens, and the lands on which they are situate and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except choses in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale and the transfer thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page —. Said bonds mature July 1, 1881, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1881, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 12, 1857, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them, respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually, on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars, each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

6 per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of the said five mortgages and of sale, and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first four mortgages (excluding the Lees and Hunt trust deeds), and his assumption of the engagements, obligations, rights, powers and duties of said four mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said four mortgages regarding the bonds as not matured, and unpaid costs of said four mortgages and costs of sale, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subject to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bid therefor.

The purchaser, or in the event of his transferring his bid before the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgages or trustee of each mortgage or deed of trust to which he buys, subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que* trusts all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que* trust all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,
Marshal Louisville Chancery Court.

The Coal Trade.

The total tonnage for the week ending on the 11th instant, as reported by all the companies, amounted to 449,738 tons, against 588,708 tons in corresponding week last year, a decrease of 138,965 tons. The total amount of anthracite mined for the year is 16,222,599 tons, against 18,018,198 for same period last year, a decrease of 1,795,599 tons. The quantity of bituminous coal sent to market for the week was 87,546 tons, against 76,792 tons for corresponding week last year, an increase of 10,754 tons. The whole bituminous tonnage from the beginning of the coal year is 3,159,202 tons, against 3,448,187 tons in corresponding time last year, a decrease of 288,985 tons. The total tonnage of all kinds of coal for the week is 537,281 tons, against 660,495 to corresponding date last year, a decrease of 123,211 tons, and the total tonnage for the coal year is 19,381,801 tons, against 21,461,885 tons to same date last year, a decrease of 2,079,584 tons. The receipts at Perth Amboy for the week ending the 11th inst. were 23,613 tons, and shipped 23,508 tons, leaving a stock on hand of 34,381 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last eight days of October was 159,328 tons, of which 181,275 tons were coal and 28,033 tons coke. The total carried this year is 3,873,503 tons, of which 3,127,058 were coal and 636,894 coke. This total embraces all the coal carried over the road, east and west. —*Phila. Ledger*, Nov. 20.

The capital stock of the Blackwoodtown (New Jersey) Railroad Company is nearly all subscribed, and the corporation will at once commence the construction of the line. It will be finished by next January, and connect with the Camden, Gloucester and Mt. Ephraim Narrow-gauge road.

The contract for completing the Montreal, Portland and Boston Railway from Champlain to Farnham has been let and work commenced on the 16th inst. The iron for the road is at St. John, waiting to pass the customs authorities.

The Parker and Kars and Butler Rail-way was fully opened for business on the 15th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. [*] 100	12,500,000	J. & J.	July '76 24	Little Miami [*] 50	5,871,450	quarterly	Sept. '76 2	Vermont and Maine [*] 100	2,300,000	A. & O.	Oct. '76 24
Atlanta and West Point [*] 100	1,232,200	J. & J.	July '76 24	Little Schuylkill [*] 50	2,646,100	J. & J.	July '76 24	Warren (N. J.) [*] 100	1,000,000	A. & O.	Oct. '76 24
Atlantic and Gulf [*] 100	3,698,200	—	—	Long Island [*] 50	3,000,000	M. & S. May '76 10	—	Warwick Valley [*] 100	226,000	A. & O.	Apr. '77 24
" " " guar. [*] 100	786,476	M. & N.	Nov. '76 21	Louis, Oln. and Lex. [*] 50	1,623,485	J. & J.	July '76 24	Westchester & Phil [*] 100	621,300	J. & J.	July '76 24
Atlantic and St. Law [*] 100	39,494,900	M. & H.	Sept. '76 2	" pref. 100	848,700	J. & J.	Jan. '76 24	West Jersey [*] 100	1,559,750	B. & A.	Feb. '77 24
" " " new 1870-100	1,500,000	—	—	Louisville & Nashville [*] 100	8,980,600	F. & A.	Feb. '76 24	Winchester & Potomac [*] 100	180,000	J. & J.	July '76 24
Avon, Genesee & Mt. M. [*] 100	225,000	A. & O.	Nov. '76 5	Lowell and Lawrence [*] 100	200,000	A. & O.	Oct. '76 24	Winchester & Strasburg [*] 100	500,000	J. & J.	July '76 24
Baltimore and Ohio [*] 100	13,151,962	M. & N.	—	Lykens Valley [*] 100	600,000	F. M. A. N.	Aug. '76 24	Worcester and Nashua [*] 100	1,789,800	J. & J.	July '76 24
" Washington Br. [*] 100	1,650,000	A. & O.	Apr. '76 5	Maine Central [*] 100	3,430,500	—	July '76 5	HORSE-POWER R. R.	—	—	
Berkshire [*] 100	326,500	quarterly	July '76 24	Manchester and Law [*] 100	1,000,000	M. & N.	Nov. '76 5	Albany City [*] 100	110,300	—	—
Blossburg & Corning [*] 50	260,000	J. & D.	Dec. '76 24	" 1st pref. 50	5,408,912	—	—	Baltimore City [*] 100	25	1,000,000	J. A. J. O.
Boston and Albany [*] 100	20,000,000	M. & N.	Nov. '76 24	" 2d pref. 50	4,496,368	—	—	Bleeker & F. Fy. (N.Y.) 100	900,000	—	Oct. '76 24
" " " Agricultural Br. guar. [*] 100	60,000	J. & D.	Jan. '76 24	Michigan Central [*] 100	18,758,204	J. & J.	Jan. '76 24	Boston and Chelsea [*] 100	110,000	A. & O.	Oct. '76 24
Bost. Econ. & Mont. [*] pref. 100	800,000	M. & N.	Nov. '76 24	" 3d pref. 50	3,223,375	J. & J.	July '76 5	Broadway (Brooklyn) 100	200,000	J. & D.	Jan. '76 24
Boston and Lowell [*] 500	3,200,000	J. & J.	Jan. '76 24	" 4th pref. 50	8,856,450	J. & J.	July '76 5	Brooklyn City & Newt. [*] 100	1,500,000	F. M. A. N.	Aug. '76 24
Boston and Maine [*] 100	6,921,274	M. & N.	Nov. '76 24	" 5th pref. 50	14,008,100	J. & J.	July '76 5	Brooklyn and Jamaica [*] 100	488,100	—	July '76 24
Boston and Providence [*] 100	4,000,000	M. & N.	Nov. '76 24	" 6th pref. 50	800,000	M. & N.	Nov. '76 24	Bushwick (Brooklyn) [*] 100	302,000	J. & J.	July '76 24
Bost. Revere B. & Lynn [*] 100	350,000	quarterly	Sept. '76 24	" 7th pref. 50	800,000	M. & N.	Nov. '76 24	Cambridge [*] 100	824,300	A. & O.	Oct. '76 24
Buffalo, N. Y. and Erie [*] 100	980,000	F. & A.	June '76 24	" 8th pref. 50	800,000	M. & N.	Nov. '76 24	Cen. Park, N. & E. Riv. [*] 100	1,088,400	A. & O.	Oct. '76 24
Burlington and Mo. Riv. [*] 100	5,254,203	M. & S.	Sept. '76 24	" 9th pref. 50	800,000	M. & N.	Nov. '76 24	Citizens' (Phil.) [*] 50	500,000	J. & J.	July '76 24
" " " pref. 100	1,485,900	M. & S.	Sept. '76 24	" 10th pref. 50	800,000	M. & N.	Nov. '76 24	Coney Island & Brook. [*] 100	800,000	—	Nov. '76 24
Camden and Amboy [*] 100	5,847,800	quarterly	Oct. '76 24	" 11th pref. 50	800,000	M. & N.	Nov. '76 24	D. Doek, E. B'dw. & Bat. [*] 100	1,200,000	F. M. A. N.	Aug. '76 24
Camden and Atlantic [*] 50	377,400	quarterly	Oct. '76 24	" 12th pref. 50	800,000	M. & N.	Nov. '76 24	Eighth Avenue (N.Y.) [*] 100	1,000,000	J. & J.	Jan. '76 24
" " " pref. 50	883,352	quarterly	Oct. '76 24	" 13th pref. 50	800,000	M. & N.	Nov. '76 24	Elizabeth and Newark [*] 100	208,000	—	—
Cape Cod [*] 100	1,020,330	J. & J.	Jan. '76 24	" 14th pref. 50	800,000	M. & N.	Nov. '76 24	42nd St. & G. St. Ferry [*] 100	748,000	M. & N.	May '76 24
Orope May and Millville [*] 50	447,000	J. & J.	June '76 24	" 15th pref. 50	800,000	M. & N.	Nov. '76 24	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '76 24
Catasauqua & Fogelav. [*] 50	426,900	F. M. A. N.	Nov. '76 24	" 16th pref. 50	800,000	M. & N.	Nov. '76 24	Germantown (Ph.) [*] 100	1,000,000	J. & J.	July '76 24
Catawissa [*] 50	1,159,500	—	—	" 17th pref. 50	800,000	M. & N.	Nov. '76 24	Girard College (Ph.) [*] 50	500,000	J. & J.	July '76 24
" " " pref. 50	2,200,000	M. & N.	Nov. '76 24	" 18th pref. 50	800,000	M. & N.	Nov. '76 24	Grand St. and Newton [*] 100	170,000	J. & J.	July '76 24
Cayuga and Susq. [*] 50	589,110	J. & J.	July '76 24	" 19th pref. 50	800,000	M. & N.	Nov. '76 24	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '76 24
Cedar Rapids & Mo. R. [*] 100	6,860,406	F. M. A. N.	Nov. '76 24	" 20th pref. 50	800,000	M. & N.	Nov. '76 24	Henton, Mantua & Fairm. [*] 100	2,050,000	J. & J.	Jan. '76 24
" " " pref. 100	789,600	F. & A.	Aug. '76 24	" 21st pref. 50	800,000	M. & N.	Nov. '76 24	Hightland [*] 100	290,000	M. & N.	Nov. '76 24
Central of Georgia [*] 100	4,686,800	J. & J.	July '76 24	" 22nd pref. 50	800,000	M. & N.	Nov. '76 24	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '76 24
Central of New Jersey [*] 100	29,800,000	quarterly	Apr. '76 24	" 23rd pref. 50	800,000	M. & N.	Nov. '76 24	Lynn and Boston [*] 100	200,000	—	—
Central Ohio [*] 50	2,425,000	J. & D.	June '76 24	" 24th pref. 50	800,000	M. & N.	Nov. '76 24	Malden and Melrose [*] 100	200,000	—	—
Central Pacific [*] 100	54,275,500	M. & O.	Oct. '76 24	" 25th pref. 50	800,000	M. & N.	Nov. '76 24	Metropolitan (Boston) [*] 100	1,500,000	J. & J.	July '76 24
Chehawng [*] 100	388,000	quarterly	July '76 24	" 26th pref. 50	800,000	M. & N.	Nov. '76 24	Middlesex (Boston) [*] 100	400,000	M. & N.	July '76 24
Chesire, preferred [*] 100	1,255,300	J. & J.	July '76 24	" 27th pref. 50	800,000	M. & N.	Nov. '76 24	Ninth Avenue (N. Y.) [*] 100	197,320	—	—
Chicago and Alton [*] 100	9,649,100	M. & S.	Sept. '76 24	" 28th pref. 50	800,000	M. & N.	Nov. '76 24	Orange and Newark [*] 100	228,555	—	—
" " " pref. 100	2,425,400	M. & S.	Sept. '76 24	" 29th pref. 50	800,000	M. & N.	Nov. '76 24	Philadelphia City [*] 100	150,000	J. & J.	July '76 24
Chicago, Burlington & Quincy [*] 100	27,512,842	M. & S.	Sept. '76 24	" 30th pref. 50	800,000	M. & N.	Nov. '76 24	Philadelphia and Darby [*] 20	200,000	J. & J.	July '76 24
Chicago, Iowa & Nebras. [*] 100	3,916,200	J. & J.	July '76 24	" 31st pref. 50	800,000	M. & N.	Nov. '76 24	Philadelphia and Darby [*] 20	200,000	J. & J.	July '76 24
Chi. Mil. and St. Paul [*] 100	15,399,261	A. & O.	Dec. '76 24	" 32nd pref. 50	800,000	M. & N.	Nov. '76 24	Philada. and Darby [*] 20	200,000	J. & J.	July '76 24
Chicago & N. Western [*] 100	12,274,483	A. & O.	Oct. '76 24	" 33rd pref. 50	800,000	M. & N.	Nov. '76 24	Philad'lphia and Darby [*] 20	200,000	J. & J.	July '76 24
" " " pref. 100	14,994,600	J. & D.	Dec. '76 24	" 34th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Chicago, R. I. & Pacific [*] 100	21,455,663	A. & O.	July '76 24	" 35th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Cin. Ham. & Dayton [*] 100	25,000,000	A. & O.	Oct. '76 24	" 36th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Cin. Sand. and Cle [*] 50	416,150	F. & A.	Feb. '76 24	" 37th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Clev. Col. Cin. & Ind. [*] 100	14,901,275	A. & O.	July '76 24	" 38th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Cleveland & Mahoning [*] 50	2,057,569	M. & N.	May '76 24	" 39th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Columbus and Xenia [*] 100	11,236,150	M. J. S. D.	Dec. '76 24	" 40th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Concord [*] 60	2,500,000	F. & A.	Aug. '76 24	" 41st pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Concord and Ports. [*] 100	1,500,000	M. & N.	July '76 24	" 42nd pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Conn. Passumpsic Riv. [*] 100	2,100,000	F. & A.	Feb. '76 24	" 43rd pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Conn. Connecticut River [*] 100	2,100,000	F. & A.	July '76 24	" 44th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Cumberland Valley [*] 50	1,292,950	J. A. J. O.	Oct. '76 24	" 45th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
" 1st pref. 50	241,900	A. & O.	Oct. '76 24	" 46th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
" 2d pref. 50	243,000	A. & O.	Oct. '76 24	" 47th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Danbury and Newr. [*] 60	600,000	—	—	" 48th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
" " " 50	1,230,950	J. & J.	July '76 24	" 49th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Del. Lackaw. & Western [*] 50	23,500,000	quarterly	July '76 24	" 50th pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Detroit & Milwaukee [*] 50	822,140	—	—	" 51st pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
Dubuque & Sioux City [*] 100	2,056,000	A. & O.	Dec. '76 24	" 52nd pref. 50	800,000	M. & N.	Nov. '76 24	Second & Third St. (Ph.) 100	962,100	J. & J.	Oct. '76 24
" " " pref. 50	2,056,000	A. & O.</									

Northern Pacific Railroad.

Mr. George Stark, Vice President of the Northern Pacific Railroad Company, who has lately returned from an extended visit to the region traversed by that road, in a recent conversation with a *Tribune* reporter, stated that heretofore the Minnesota Division, 250 miles, from Duluth to Fargo, has been operated both Winter and Summer, but the Dakota Division, 200 miles, from Fargo, on the Red River, to Bismarck, on the Missouri, has never been operated in the Winter. The traffic did not justify it, and the snow was a serious obstacle to overcome. During the Summer the revenue from the Dakota Division of the road has been an average of about \$12,000 per month. The increased business and the desire of the War Department that the road be kept open have led the company to build between 40 and 50 miles of snow-fence in Dakota, and to arrange a Winter time-table between Fargo and Bismarck which will give tri-weekly trips, a train going one way each week day. There will be a daily train each way between Duluth and Fargo.

The country between Fargo and Bismarck is rolling prairie and almost destitute of trees. Much of it is good farming land, but beyond, in the country of the hostile Indians, there is a scarcity of water, and irrigation is necessary but comparatively easy. It is claimed that it will prove good grazing ground. The snowfall in Winter is comparatively light, but the temperature is so low that the flakes are of the feathery kind, and go with the wind till they find some lodgment. The railway cuttings and exposed parts of the track are snow-catchers. The snow-fence causes the snow-bank to form some distance from the track, and the flakes that do not lodge there are given an upward tendency and fly across the track. The principal points west of Fargo are Mapleton and Casselton, the center of extensive Dakota farming operations, and Jamestown, a Government post, half way to Bismarck. There are four other points which have been named and ten sidings which are not at present the sites of human habitations.

The railway company, through contractors, is about to establish a stage line and teams to run between Bismarck and Deadwood City in the Black Hills. The distance is about 200 miles, and the country is so favorable for travel that the trip can be made with relays of horses in 48 hours. It is not yet known with certainty whether or not the stage line will be put in operation this Winter, but it may be. Mr. Stark says he credits nearly all that has been said about the mineral wealth of the Black Hills. He saw many specimens. Directly north, on the Yellowstone, one gold-hunter was panning \$30 a day easily, when he was driven off by the Indians. It is reported that there are 5,000 inhabitants in Deadwood City, which is a short distance north-west of Bear Butte.

Mr. Stark visited the Pacific section, already built from Jacoma, on Puget's Sound, to Portland, Oregon. The road is being extended 30 miles to the Puyallup coal fields. He regards the Cascade range of mountains as grander and more picturesque than the Alps. Mount Rainier, or, as it is frequently called, Jackomah, is between 14,000 and 15,000 feet high, and a volcano not wholly extinct; 8,000 feet of it are covered with perpetual snow. Mr. Stark was more impressed by it than by Mont Blanc.

The Northern Pacific has now built 555 of the proposed 2,000 miles. Under the Government grant the time for completing the road expires in about two years. An effort will be made to have the time extended eight years.

Commerce of New York.

The foreign imports at New York for the month of October, 1876, are officially stated as follows:

	1875.	1876.
Entered for consumption	\$10,472,066	\$10,904,454
Do. for warehousing	4,208,764	4,213,063
Free goods	5,390,015	5,715,614
Specie and bullion	1,618,083	8,006,346

Total entered at port... \$21,678,878 \$24,439,477
Withdrawn fr. wareh'se 7,988,269 6,963,867

The foreign imports at New York for ten months from January 1, were:

	1875.	1876.
Entered for consumption	\$128,988,650	\$109,237,044
Do. for warehousing	81,252,700	68,998,420
Free goods	75,287,937	62,926,901
Specie and bullion	11,770,651	9,079,042

Total entered at port... \$297,294,938 \$250,236,407
Withdrawn fr. wareh'se 85,062,159 69,682,598

The duties received at New York for ten months ending with October, were:

	1875.	1876.
January	\$8,072,846	12
February	11,811,046	95
March	10,323,619	78
April	9,608,087	82
May	7,474,171	61
June	6,656,462	06
July	9,273,546	61
August	11,417,505	51
September	10,163,829	28
October	8,208,316	27

Total... \$93,004,432 01 \$84,119,774 24

The exports from New York to foreign ports in the month of October, were:

	1875.	1876.
Domestic produce	\$22,606,151	\$23,027,990
Foreign free goods	118,611	75,117
Do. dutiable	581,819	290,985
Specie and bullion	1,969,601	899,587

Total exports... \$25,276,182 \$24,293,679

Do. exclusive of specie. 23,906,581 23,394,092

The exports from New York to foreign ports for ten months from January 1, were:

	1875.	1876.
Domestic produce	\$202,166,922	\$214,800,496
Foreign free goods	1,668,909	2,461,745
Do. dutiable	5,157,230	4,986,443
Specie and bullion	63,555,805	40,742,380

Total exports... \$272,548,866 \$262,991,063

Do. exclusive of specie. 208,988,061 222,248,688

The Boston Journal says that the controversy between the Vermont and Canada and Central Vermont Railroad Companies has been satisfactorily adjusted, at a recent meeting of the directors of both corporations. In consequence of this action there was no hearing before the Railroad Committee at Montpelier, the other evening, in regard to the bill of Senator Sowles permitting the Vermont and Canada to purchase the Vermont Central Railroad.

Messrs. Rice, Munson and Parker, the new contractors, have taken actual possession of the Lamoille Valley Railroad, and are pushing it rapidly to completion.

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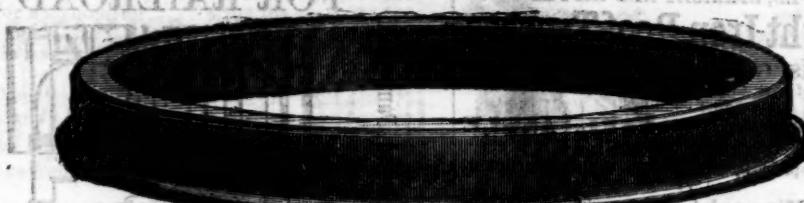
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